Trinity County

REGIONAL TRANSPORTATION PLAN

Prepared By the Trinity County Planning Department

303 Trinity Lakes Blvd.
P.O. Box 2819
Weaverville, CA 96093-2819

TRINITY COUNTY

1996 REGIONAL TRANSPORTATION PLAN

ADOPTED
(VIA RECERTIFICATION)
6/20/97

Prepared by:
TRINITY COUNTY
PLANNING DEPARTMENT
P.O. BOX 2819
WEAVERVILLE, CA 96093

RESOLUTION NO. 7-97(T)

RECERTIFICATION OF THE 1994 REGIONAL TRANSPORTATION PLAN AS THE 1996 REGIONAL TRANSPORTATION PLAN

WHEREAS, Section 65080 et. seq., of Chapter 2.5 of the Government Code requires regional transportation planning agencies to prepare regional transportation plans every even numbered year; and

WHEREAS, the Trinity County Transportation Commission adopted the 1994 Trinity County Regional Transportation Plan on April 18, 1995; and

WHEREAS, a previously adopted Regional Transportation Plan may be recertified within a jurisdiction if there were no significant changes to the transportation system, the environmental document or the local economy.

NOW THEREFORE, THE TRINITY COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE THAT:

1. There have been no changes to the transportation system, the environmental document or the economy in Trinity County since 1994 that would require significant revisions to the 1994 Regional Transportation Plan.

2. The needs assessment, policy element, action element, and financial element of the 1994 Regional Transportation Plan continue to reflect current conditions and continue to document the best available projections of needed future transportation improvements.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Trinity County Transportation Commission does hereby adopt the 1994 Trinity County Regional Transportation Plan as the 1996 Trinity County Regional Transportation Plan; thereby meeting the requirements of Section 65080 et. seq., of Chapter 2.5 of the Government Code.

PASSED AND ADOPTED by the Trinity County Transportation Commission, at a regular meeting of said Commission held on the 4th day of June, 1997, by the following vote:

AYES: Supervisors, Reiss, Fackrell, Plowman, Modine, and Leffler.

NOES: None.

ABSENT: None.

CHAIRMAN - Matthew Leffler
Trinity County Board of Supervisors
sitting as the Trinity County
Transportation Commission

ATTEST:

Dero B. Forslund
County Clerk and Ex-Officio Clerk of the
Board of Supervisors of the County of Trinity

By: _____
Deputy

The foregoing is a correct copy of the original instrument on file in this office

Attest JUN 20 1997

DERO B. FORSLUND
COUNTY CLERK AND EX-OFFICIO CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF TRINITY, STATE OF CALIFORNIA

BY Carol Rourke
DEPUTY

RESOLUTION NO. 3-95(T)

RESOLUTION ADOPTING THE 1994 REGIONAL TRANSPORTATION PLAN AND APPROVING AMENDMENT TO THE CIRCULATION AND SCENIC HIGHWAY ELEMENT OF THE GENERAL PLAN OF TRINITY COUNTY

WHEREAS, following careful study and the holding of public hearings, the Trinity County Planning Commission recommended to the Board of Supervisors the adoption of the Transportation Plan for Trinity County which updates and serves as the Regional Transportation Plan and the Circulation Element of the General Plan for the County of Trinity; and

WHEREAS, the Trinity County Transportation Commission and Board of Supervisors have approved an Initial Study and Negative Declaration for this RTP update; and

WHEREAS, this Board of Supervisors, after having carefully considered the General Plan and Regional Transportation Plan and noticed and held the required public hearings, finds that said plan provides a suitable and logical plan for the future development of Trinity County.

NOW, THEREFORE, BE IT RESOLVED that the Trinity County Transportation Commission and Board of Supervisors does hereby make the following findings:

The Transportation Plan provides for a balance between needed transportation developments and state and community development needs consistent with existing conditions and future needs insomuch that:

The Plan incorporates measures to provide for the transportation system necessary to accommodate future traffic demand.

An Initial Study and Negative Declaration has been prepared pursuant to CEQA and deemed sufficient for this Plan document;

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Transportation Commission and the Board of Supervisors of the County of Trinity does hereby adopt the attached Transportation Plan for the County of Trinity.

RESOLUTION NO. 35-95

RESOLUTION ADOPTING THE 1994 REGIONAL TRANSPORTATION PLAN AND APPROVING AMENDMENT TO THE CIRCULATION AND SCENIC HIGHWAY ELEMENT OF THE GENERAL PLAN OF TRINITY COUNTY

WHEREAS, following careful study and the holding of public hearings, the Trinity County Planning Commission recommended to the Board of Supervisors the adoption of the Transportation Plan for Trinity County which updates and serves as the Regional Transportation Plan and the Circulation Element of the General Plan for the County of Trinity; and

WHEREAS, the Trinity County Transportation Commission and Board of Supervisors have approved an Initial Study and Negative Declaration for this RTP update; and

WHEREAS, this Board of Supervisors, after having carefully considered the General Plan and Regional Transportation Plan and noticed and held the required public hearings, finds that said plan provides a suitable and logical plan for the future development of Trinity County.

NOW, THEREFORE, BE IT RESOLVED that the Trinity County Transportation Commission and Board of Supervisors does hereby make the following findings:

The Transportation Plan provides for a balance between needed transportation developments and state and community development needs consistent with existing conditions and future needs insomuch that:

The Plan incorporates measures to provide for the transportation system necessary to accommodate future traffic demand.

An Initial Study and Negative Declaration has been prepared pursuant to CEQA and deemed sufficient for this Plan document;

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Transportation Commission and the Board of Supervisors of the County of Trinity does hereby adopt the attached Transportation Plan for the County of Trinity.

EXECUTIVE SUMMARY

The Circulation Element and Scenic Highways Element of the General Plan and the Regional Transportation Plan have been combined into a single document. Combination of these documents ensures consistency between State required transportation planning efforts. The combined documents are referred to as the Regional Transportation Plan (RTP).

The requirements for the development of a Circulation Element and Regional Transportation Plan are very similar. The Office of Planning and Research (OPR) has determined that 31 non-urbanized regional transportation agencies within California may adopt RTPs as their Circulation Elements provided that the agencies include discussions of all Circulation Element requirements.

Department of Finance population projections indicate Trinity County's 1994 population is 13,800 . The County ranks fifty-fourth in the State, population-wise. There are several modes of transportation available to residents of the County; however, the dominant mode is the automobile.

Government, timber management, light manufacturing and tourism industries are major employers in Trinity County. Transportation systems revenues for Trinity County have declined dramatically over the past ten years.

This plan evaluates seven transportation and related infra-structure systems. They seven areas of evaluation are:

- Transportation System Management
- Streets and Roads
- Public Transportation
- Non-motorized Facilities
- Aviation
- Goods Movement
- Environment

Each chapter of this plan takes into consideration four major elements; Assumptions and Issues (including long-range transportation assumptions); Goals, Objectives and Policies; Action Element; and Financial Element.

The Assumptions and Issues are developed to identify and document existing and future transportation needs and issues of both regional and statewide significance. This is necessary to facilitate the flow of project development at the earliest stages.

ESTIMATE OF ANTICIPATED REVENUES
($1,000'S)

MODE/SOURCE	94/95	95/96	96/97	97/98	98/99	99/00	00/01	Total
TRINITY COUNTY DEPARTMENT OF TRANSPORTATION (TCDOT)								
County Roads (2104 & 2106)	1,230	1,235	1,240	1,245	1,250	1,255	1,260	8,715
SLTPP	129	117	72	110	UNK	UNK	UNK	428
State Match	100	100	100	100	100	100	100	700
Prop. 116	0	225	95	80	UNK	UNK	UNK	400
OES	11	155	50	UNK	UNK	UNK	UNK	216
Federal Forest Reserve	2,670	2,570	2,475	2,377	2,279	2,182	2,084	16,637
FEMA	34	525	150	UNK	UNK	UNK	UNK	709
STP Funds (Includes HES & Co. Exchange)	513	402#	402#	402#	402#	402#	402#	2,925
HBRR Funds	132	297	324	856	600	400	400	3,009
FHWA	70	1,095	200	UNK	UNK	UNK	UNK	1,365
TEA	88	572	UNK	UNK	UNK	UNK	UNK	660
BOR	62	65*	*	*	*	*	*	127
CDBG	325	UNK	UNK	UNK	UNK	UNK	UNK	325
AVIATION:								
Trinity County General Fund Match:	22(1) 2(2)	2(3)	8(4)		20(6)	250(5)		302 2
AIP	20(2)		135(4)			4,150(5)		4,305
Tri. County CAAP	50 255(1)	50 25(3)	50 7(4)	50	50 200(6)	50 200(5)	50	350 657
Capital Improv Plan		36						36
TDA FUNDS:								
LTF	163	171	180	185	190	195	200	1,284
STA	13	13	13	13	13	13	13	91
Subtotal	5,859	7,655	5,501	5,418	5,104	9,197	4,509	43,243
CALTRANS:								
Maintenance	2,956	3,975	3,386	3,623	3,877	4,148	4,439	26,404
Capital (Incl. TEA)	751	7,612	0	0	6,606	0	0	14,969
Subtotal	3,707	11,587	3,386	3,623	10,483	4,148	4,439	41,373
GRAND TOTAL	9,566	19,242	8,887	9,041	15,587	13,345	8,948	84,616

* Up to 2 projects per year.
\# County Exchange of $252, and up to $300 each 2-year cycle for HES.
(1) Trinity Center Airport Taxiway Grant (CAAP)
(2) Master Plan (AIP)
(3) Hayfork Obstruction Removal Grant (AIP)
(4) Weaverville Airport Site Selection Study Grant (AIP)
(5) Weaverville Airport Relocation Grant (AIP)
(6) Trinity Center Runway Overlay (CAAP)

TABLE OF CONTENTS

Chapter 9. Goods Movement

Chapter 10. Environment

CHAPTER 1. PLAN FOUNDATION

1. INTRODUCTION

The Circulation Element and Scenic Highways Element of the General Plan and the Regional Transportation Plan have been combined into a single document. Combination of these documents ensures consistency between State required transportation planning efforts. The combined documents are referred to as the Regional Transportation Plan (RTP) in the remainder of this document.

A. Legal Foundation

The requirements for the development of a Circulation Element and Regional Transportation Plan are very similar. The Office of Planning and Research (OPR) has determined that 31 non-urbanized regional transportation agencies within California may adopt RTPs as their Circulation Elements provided that the agencies include discussions of all Circulation Element requirements.

Trinity County Transportation Commission (TCTC), as the transportation planning agency for Trinity County, adopted a revised Regional Transportation Plan in 1986 (originally adopted 1975). Since Trinity County is identified as a "non-urbanized region" (OPR letter January 8, 1981) the county will utilize the RTP and subsequent updates as the Circulation Element of the General Plan.

This update to the Transportation Plan has been prepared and adopted in accordance with the following statutes:

- Regional Transportation Plan requirements as specified by Government Code Title 7, Chapter 2.5, Section 65080 - 65082 and Section 65300;
- Circulation General Plan Requirements as specified by Government Code Title 7, Chapter 2.5, Section 65300 - 65302;
- Scenic Highway General Plan Requirement as specified by Government Code Title 7, Chapter 2.5, Section 65303.

B. Planning Process

In Trinity County the Board of Supervisors serves as the Trinity County Transportation Commission. It is this identical composition of both bodies that allows for the combination of the RTP and Circulation Element into one document.

TCTC biennially (in even-numbered years) submits an updated Regional Transportation Plan to the California Transportation Commission and the

Inter-modal Surface Transportation Efficiency Act (ISTEA)- A federal law passed in 1991 requiring greater local participation in transportation decision making and establishes mandatory planning analysis elements for transportation improvements and makes grant funding available for qualified projects.

Clean Air and Transportation Improvement Act (Proposition 116)- This act, passed in 1990, allocated state funds to expand multi-modal facilities, purchase transit vehicles and construct bicycle and pedestrian improvement projects.

Senate Constitutional Amendment #1 (Proposition 111)- In 1990 California voters approved this proposition implementing the following state policies:

- Increased fuel and vehicle taxes
- Excluded Proposition 13 spending limits on qualified capital outlay projects
- Changed the method to calculate funding for school programs resulting from state budget revenue excesses.

SB 300 and AB 471- Revenue Enhancement and Program Reform- These acts passed by the state Legislature in 1990 resulted in the following changes:

- Limits the STIP in rural counties to Flexible Congestion Relief and Inter-regional Road System projects
- Requires preparation of four year Highway System Operation and Protection Plan (HSOPP) for major capital outlay improvements not included in the STIP
- Requires a 7 year RTIP for state highway programming
- Requires the RTP to be adopted in December of even numbered years
- Requires the RTIP to be prepared biennially by December 1 of each odd-numbered year.

2. TRANSPORTATION PROGRAMMING PROCESS

Each chapter of this plan takes into consideration four major elements; Assumptions and Issues (including long-range transportation assumptions); Goals, Objectives and Policies; Action Element; and Financial Element.

The Assumptions and Issues are developed to identify and document existing and future transportation needs and issues of both regional and statewide significance. This is necessary to facilitate the flow of project development at the earliest stages.

3. REGIONAL TRANSPORTATION GOAL

The Board of Supervisors and Transportation Commission updates the goals, objectives and policies for the Transportation Plan and develops new ones when they are needed. This allows them to determine the course of action to be taken, the levels of achievement desired and the anticipated solutions. the TCTC has adopted the following Overall Regional Transportation Goal:

A. Overall Regional Transportation Goal

To provide an effective, balanced and coordinated transportation system, at reasonable costs, consistent with socioeconomic and environmental needs within the county.

In addition, the following standards of review were developed to serve as a guide for future transportation priorities decisions:

- All transportation decisions must consider the safety of Trinity County's travelers
- All transportation decisions must be based on reasonable solutions to problems
- All transportation decisions must consider the rural character of the County
- Street patterns must have a functional relation to land use
- New streets must be designed for anticipated traffic volumes and weight loads
- Cooperation and coordination between the county, state and federal agencies is essential for the development of effective transportation system management.

Long-range project-level programming is difficult for rural regions such as Trinity County. Future directions in the transportation system can, however, be guided through the short-range policies and planned actions of this Plan.

Each year an Overall Work Program (OWP) is developed to insure that the Transportation Plan is implemented. The Transportation Commission will review this program to insure that the specific work tasks identified in the program implement the Transportation Plan.

B. Emphasis on Multi-Modal Transportation

Trinity County Transportation Commission has chosen to emphasize multi-modal transportation as the basis for planning transportation facilities and systems in the County. Individual projects, whether for road improvement, transit service expansion or construction of pedestrian and bicycle paths, are compared based upon the relative costs and benefits of the projects.

CHAPTER 2. BACKGROUND

1. REGIONAL SETTING

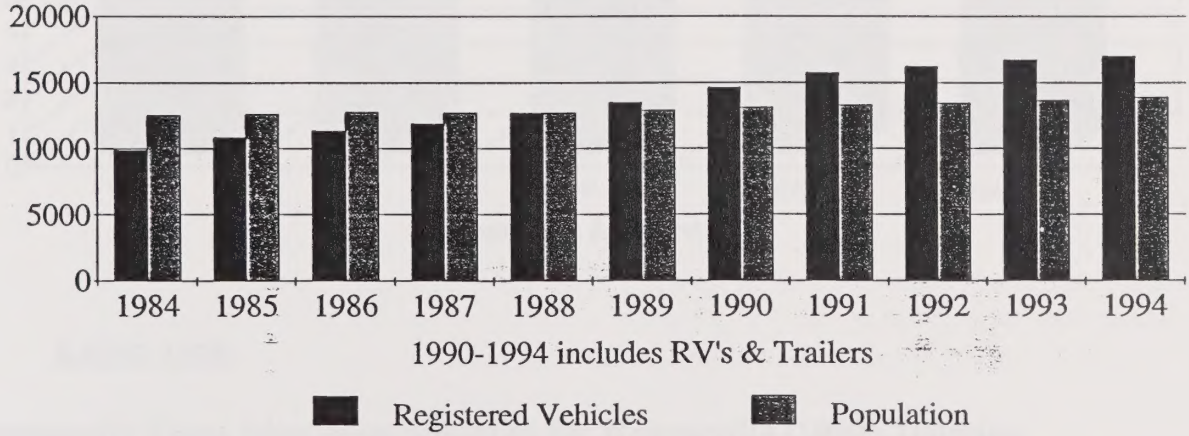
Trinity County lies in the northwestern portion of California, bounded by the following counties: north- Siskiyou County, west- Humboldt County, south- Mendocino County and east- Tehama and Shasta Counties. There are 3,191 square miles in the County of which 28 percent is held in private ownership. The balance is public land managed by the State and Federal Government. There are no incorporated cities in the County. The county is, for all practical purposes, mountainous .

2. POPULATION

Department of Finance population projections indicate Trinity County's 1994 population is approximately 13,800 and the County ranks fifty-fourth in the State, population-wise. Population centers are Weaverville, Lewiston and Hayfork. Smaller communities include Douglas City, Trinity Center, Coffee Creek, Salyer, Burnt Ranch, Del Loma, Big Bar, Hyampom, Junction City, Ruth, and Zenia.

Figure 2.1 Vehicles and Population

Trinity County

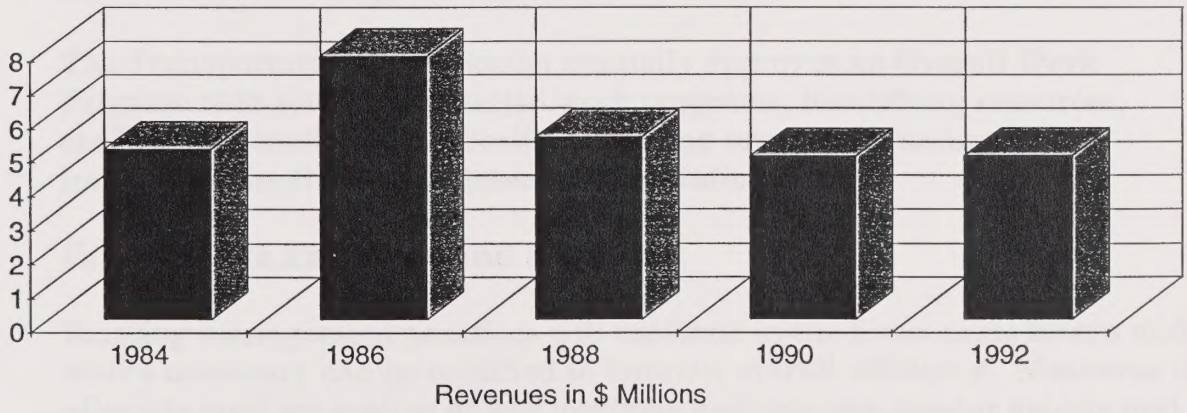


There are several modes of transportation available to residents of the County; however, the dominant mode is the automobile. The number of licensed vehicles has increased at a rate greater than the general population growth (**Figure 2.1**). Currently there are 16,972 licensed motor vehicles (**Figure 2.2**) and 2,209 miles of public roads (refer to Chapter 4). The increase in registered vehicles over time is probably related to changes in state law requiring registration of non-operational vehicles and stricter penalties for failing to register vehicles.

Proposition 116 will be approximately $609,000 over an eight year period (1992-2000). However, portions of this funding may be diverted by the California Transportation Commission to fund retrofitting of transportation structures damaged by the 1989 Loma Priata and 1992 Northridge earthquakes. In addition, failure of the 1994 rail bond measures by California voters has resulted in reduced revenue to street and road projects while mandated funding for rail systems as required in the originally approved rail bond (Proposition 118) has continued.

The **I**nter-modal **S**urface **T**ransportation **E**fficiency **A**ct (**ISTEA,** 1991), emphasizes transit, non-motorized and rail transportation projects as well as more traditional highway improvements. Funding levels for transit and non-motorized projects have increased slightly as a result of this Act and coordination between federal, state and local transportation agencies has increased.

Figure 2.3 Transportation Revenues For County Projects (Millions)



5. LAND USE

Community Plans have been prepared for Weaverville (1990), Douglas City/Junction City (1989) and Lewiston (1986). A Community Plan for the Hayfork Valley will be completed in 1995. All other areas of the County are managed under the policies of the General Plan updated in 1988.

Review of building permit activity (1987-1993) indicates that the county has been experiencing a slow to moderate increase in housing stock, averaging 107 new dwelling units per year, including 1 or 2 duplex or multiple dwelling units. This development is generally spread throughout the county. Significant traffic generators constructed during that period included an industrial park, 60 unit motel, and 26 and 38 unit apartment complexes within the Weaverville area.

CHAPTER 3. TRANSPORTATION SYSTEM MANAGEMENT

1. BACKGROUND

A. Existing Facilities and Services

This chapter describes possible actions to maximize the efficiency of existing transportation facilities and systems. TSM strategies are particularly advantageous in that single actions often result in multiple benefits. Transportation system management actions stress low capital measures, which can be implemented by using good management practices. The goals and policies covered by TSM all relate to efficient management of existing transportation facilities and prudent use of financial resources, including maintenance of existing facilities, provision for adequate pedestrian paths and public transportation for those who need it. TSM strategies are particularly advantageous in that single actions often result in multiple benefits.

B. Status of Projects From Previous Plan

The Transportation Commission annually approves an Overall Work Program that sets forth detailed work programs, identifying resources, staffing responsibility, authority, operating procedures necessary to implement the RTP and related transportation.

C. Future Facilities and Services

Existing management practices will continue in the foreseeable future and where necessary can be modified to improve overall efficiency. Measures to alleviate road congestion at key locations and promote greater vehicle and pedestrian safety include traffic engineering solutions and adequate highway maintenance. The primary objective of reducing congestion is to increase road capacity without expansion; secondary benefits are reduced energy consumption and maintenance of acceptable air quality.

Public transit usage can be increased by coordination of public and social service transportation and procurement of accessible vehicles to encourage use by handicapped and elderly persons.

Car and van pools are difficult to coordinate in rural areas, but once organized, often provide greater benefits to the participants than would be possible in a metropolitan area. The long distances traveled result in increased energy saving. Park-and-ride areas can be considered a TSM strategy if they utilize fringe parking.

Policy 3.2.1.B.- Acquire public transit vehicles to maintain an efficient and effective public transit system.

Objective 3.2.2 Encourage non-motorized systems of transportation

Policy 3.2.2.A.- Encourage residents to walk and use bicycles.

Goal 3.3- Increase mobility and reduce travel time within the County and with adjacent regions.

Objective 3.3.1- Development of a system of high standard collector and arterial roads to reduce travel time and improve traffic safety within the county, as well as connectors with other regions.

Policy 3.3.1.A- Correct deficiencies in major collector and arterial roads.

Policy 3.3.1.B.- Provide for surfaced, all weather roads and streets where year-round public service is needed for education, mail, medical, fire protection, law enforcement and cultural activities.

4. FIVE YEAR ACTION ELEMENT

Table 3.1 Transportation System Management Anticipated Expenditures (in $1,000's)

	94/95	95/96	96/97	97/98	98/99	TOTAL
Administration (TCTC)	45	55	51	51	50	**252**

* Most TSM projects are part of other Elements of this plan

5. FINANCIAL ELEMENT

Table 3.2 Transportation System Management Anticipated Revenues (in $1,000's)

	94/95	95/96	96/97	97/98	98/99	TOTAL
Local Trans Fund	28	28	31	31	29	147
State Subvention Funds	17	27	20	20	21	105
TOTAL	45	55	51	51	50	**252**

* Most TSM projects are part of other Elements of this plan

CHAPTER 4. STREETS AND HIGHWAYS

1. BACKGROUND

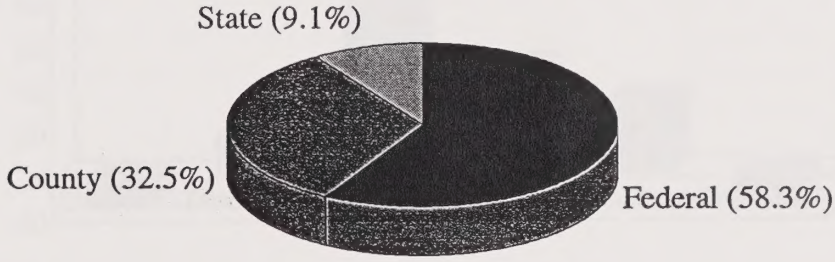
A. Existing Facilities and Services

An adequate, well-maintained system of streets and highways is an essential element of any region. It sustains industry, links communities and enhances the quality of life for residents while encouraging visitors to come to the area.

Trinity County is served by three state Highways: 3, 36 and 299. Within the county, there are 2,209 miles of public roads under national, state and county jurisdiction as follows: National- 1,288 miles; State- 202 miles and County- 718 miles (see **Figure 4.1**). Annual vehicle miles of travel is estimated to be 26 million miles on County roads and 113 million on State highways (refer to Map 4.1 for functional classification of existing roads).

Figure 4.1 Roads By Jurisdiction

Trinity County

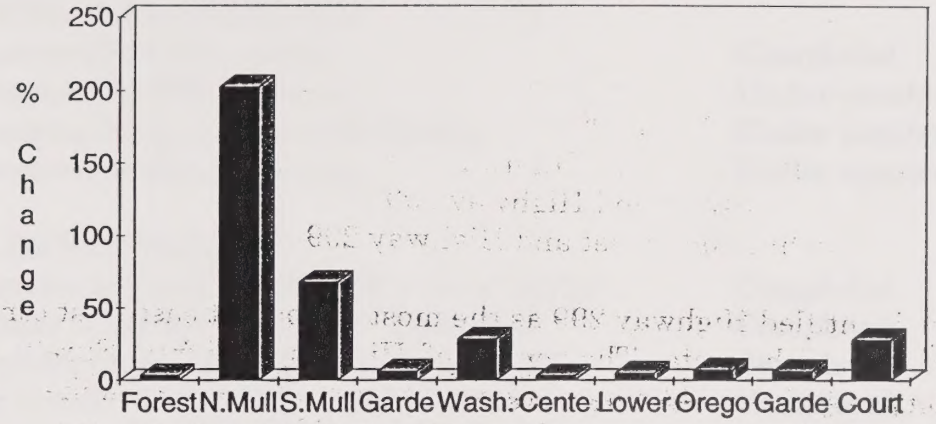


Source: Dept of Trans, Travel & Fuel Forecast-1992

Based on traffic monitoring vehicle use appears to be increasing county wide (refer to **TABLE4.1** and **Figures 4.2-4.4**). However, only Highway 299 and connector roads in the downtown portion of Weaverville experience significant traffic congestion, and this is limited to peak hour periods.

Figure 4.2 Traffic Levels

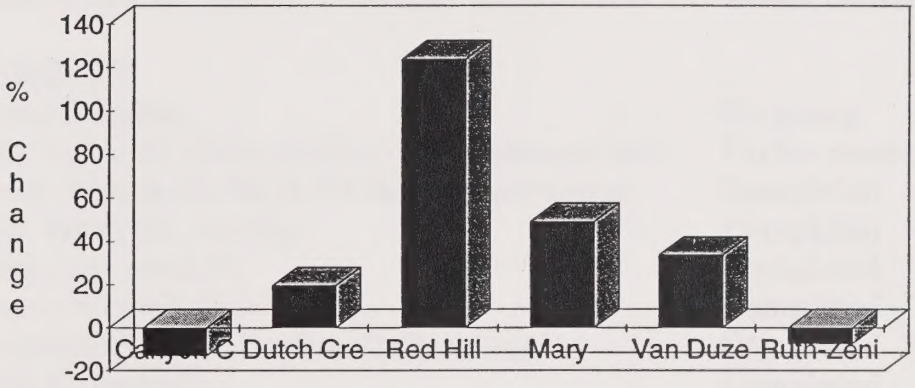
Weaverville Area



Based on 1987 & 1992 ADT's

Figure 4.3 Traffic Levels

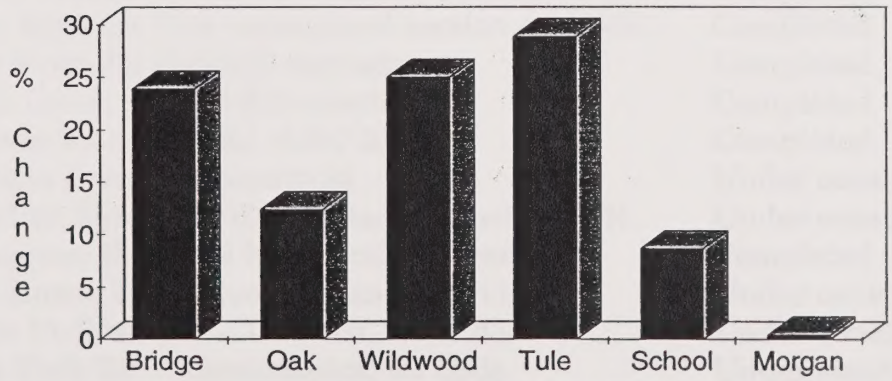
Junction City/Trinity Center/S.Trinity



Based on 1987 & 1992 ADT's

Figure 4.4 Traffic Levels

Hayfork Area



Based on 1987 & 1992 ADT's

County Roads

STRUCTURE IMPROVEMENTS

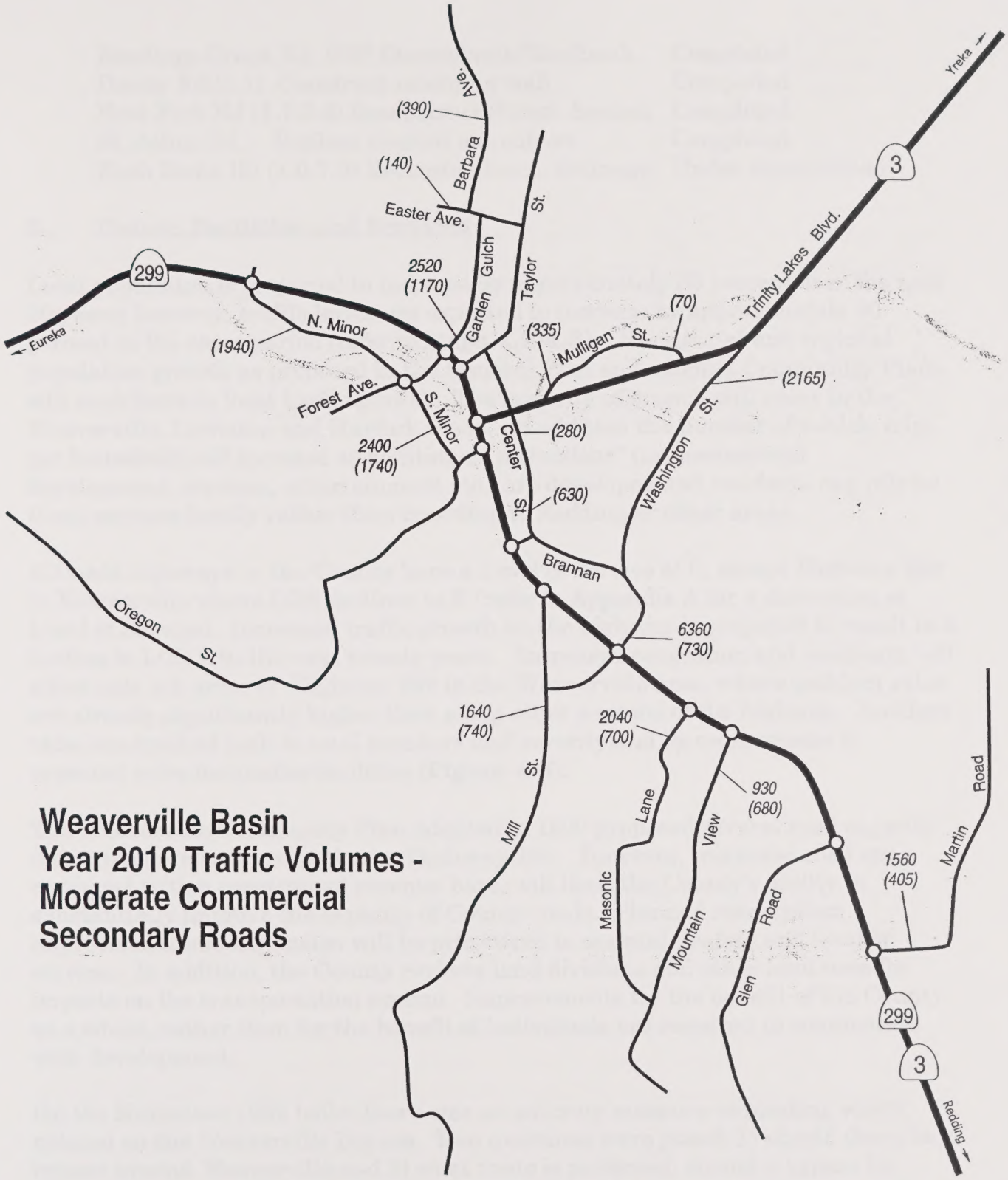
Weaverville Office reroof	Completed
Weaverville Office remodel	Under construction
Lewiston Shop surfacing & fencing	Under construction
Weaverville Shop drainage	Under construction

BRIDGE IMPROVEMENTS

Ramshorn Creek Br. #5C-60 - New bridge	Completed
Trinity River Br. #5C-119 - Deck Seal	Completed
Hayfork Creek Br. #5C-67 - Deck Seal	Completed
Big Creek Br. #5C-133 - Deck Seal	Completed
Mad River Br. #5C-62 - Deck Seal	Completed
Trinity River Br. #5C-59 - Rehab/open grid deck	Under construction
Big Creek Br. #5C-123 - Rehab w/STL deck	Completed
Canyon Creek Br. #5C-49 - Rehab w/ grid deck	Under construction
Butter Creek Br. #5C-37 - Rehab w/STL deck	Under construction

ROAD PROJECTS

Annual Striping	On-going
Rush Creek Rd (Disney Slide) Geotechnical Inv.	Under construction
Browns Mountain Rd (6.6-7.2) Reconstruction	Completed
South Minor St. overlay	Completed
Forest Ave. overlay	Completed
Hanover/Creath St. overlay	Completed
Industrial Park Ave. sidewalk/drainage	Completed
Smith St. overlay	Completed
Brooktree Way overlay	Completed
Millview Dr. (0.0-1.3) Reconstruct	Completed
Underwood Mtn. Rd. (0.8) Gratron wall(?)	Under construction
Burnt Ranch School Rd - struct. section reconstr.	Completed
Pony Express Way - structural section reconstr.	Completed
Mad River Rd (0.5-2.0) reconstruct	Completed
Rush Creek Rd (6.0-9.0) overlay	Completed
Browns Mountain Rd (6.6-7.2) pave	Completed
Lowden Lane - reconstruct	Under construction
Deerlick Spring Rd (0-0.7) Reconstruct/MBGR	Under construction
Hyampom Rd/SH03 Intersection - reconstr.	Completed
Van Duzen Rd - Geotechnical for slide	Under construction
Alder Pt-Bluff Rd - Geotech. for slide	Under construction
East Fork Rd - Geotechnical for slide	Under construction
Rainier Rd - Construct turn around	Completed
Deadwood Rd (3.6) RSP Streamband/Roadbank	Completed
Union Hill Rd (0.5) RSP Streambank/Roadbank	Completed



Year 2010 Model Generated Traffic Volumes
Moderate Commercial Land Uses

Projected Average Weekday Volumes	*4120*
Current Average Weekday Volumes	*(480)*

Volumes Assume Road Improvements Not Shown on Map

Trinity County
REGIONAL TRANSPORTATION PLAN

Map 4.3

Prepared By The
Trinity County
Planning Department

Readings Creek Rd RSP Streambank/Roadbank	Completed
Denny Rd (1.1) Construct retaining wall	Completed
East Fork Rd (1.7-3.6) Reconstruct Struct. Section	Completed
St. Johns Rd - Replace washed out culvert	Completed
Ruth Zenia Rd (4.0-7.0) Reconstr Struct. drainage	Under construction

3. Future Facilities and Services

Local population is projected to increase by approximately 30 percent over the next 20 years; however, traffic levels are expected to increase by approximately 90 percent in the same period (refer to **Maps 4.2-4.3**). Residential and regional population growth as proposed in the General Plan and adopted Community Plans will contribute to local traffic growth. The majority of growth will occur in the Weaverville, Lewiston and Hayfork areas. In addition the number of vehicle trips per household will increase as additional "attractions" (i.e. commercial development, services, entertainment etc.) are developed and residents can rely on these services locally rather than traveling to Redding or other areas.

All state highways in the County have a Level of Service of C, except Highway 299 in Weaverville where LOS declines to E (refer to Appendix A for a discussion of Level of Service). Increased traffic growth on the highway is projected to result in a decline to LOS F in the next twenty years. Increased congestion and accidents will affect only 3-5 miles of Highway 299 in the Weaverville area, where accident rates are already significantly higher than along other sections of the highway. Accident rates are tracked both in total numbers and severity and by comparisons to expected rates for similar facilities (**Figure 4.5**).

The Weaverville Community Plan adopted in 1990 proposed several road capacity measures to reduce congestion on Highway 299. However, increased road use, combined with a constrained revenue base, will limit the County's ability to substantially improve the capacity of County roads. Planned road system improvement and expansion will be prioritized to maintain safety and level of service. In addition, the County reviews land divisions and other land uses for impacts on the transportation system. Improvements for the benefit of the County as a whole, rather than for the benefit of individuals are required in conjunction with development.

On the November 1992 ballot there was an advisory measure requesting voters' opinion on the Weaverville Bypass. Two questions were posed: 1) should there be a bypass around Weaverville and 2) what route is preferred, should a bypass be proposed. A majority of the voters (65% of the votes) favored a bypass along the West Weaver Creek drainage (60% of yes votes) as a preferred route around Weaverville (refer to **Map 4.4**).

can result in greater deterioration and higher repair costs. Without adequate maintenance, the State and County will be faced with the costly prospect of having to completely rebuild portions of roadway. Over the long-term the County can expect some declines in road capacity if the road network is not maintained or expanded .

Issue #3- Southern Trinity Road Improvements- Improvement of Mad River Road (County Road 502), Van Duzen Road (County Road 511) and Highway 36 are necessary to improve economic development opportunity within southern Trinity County.

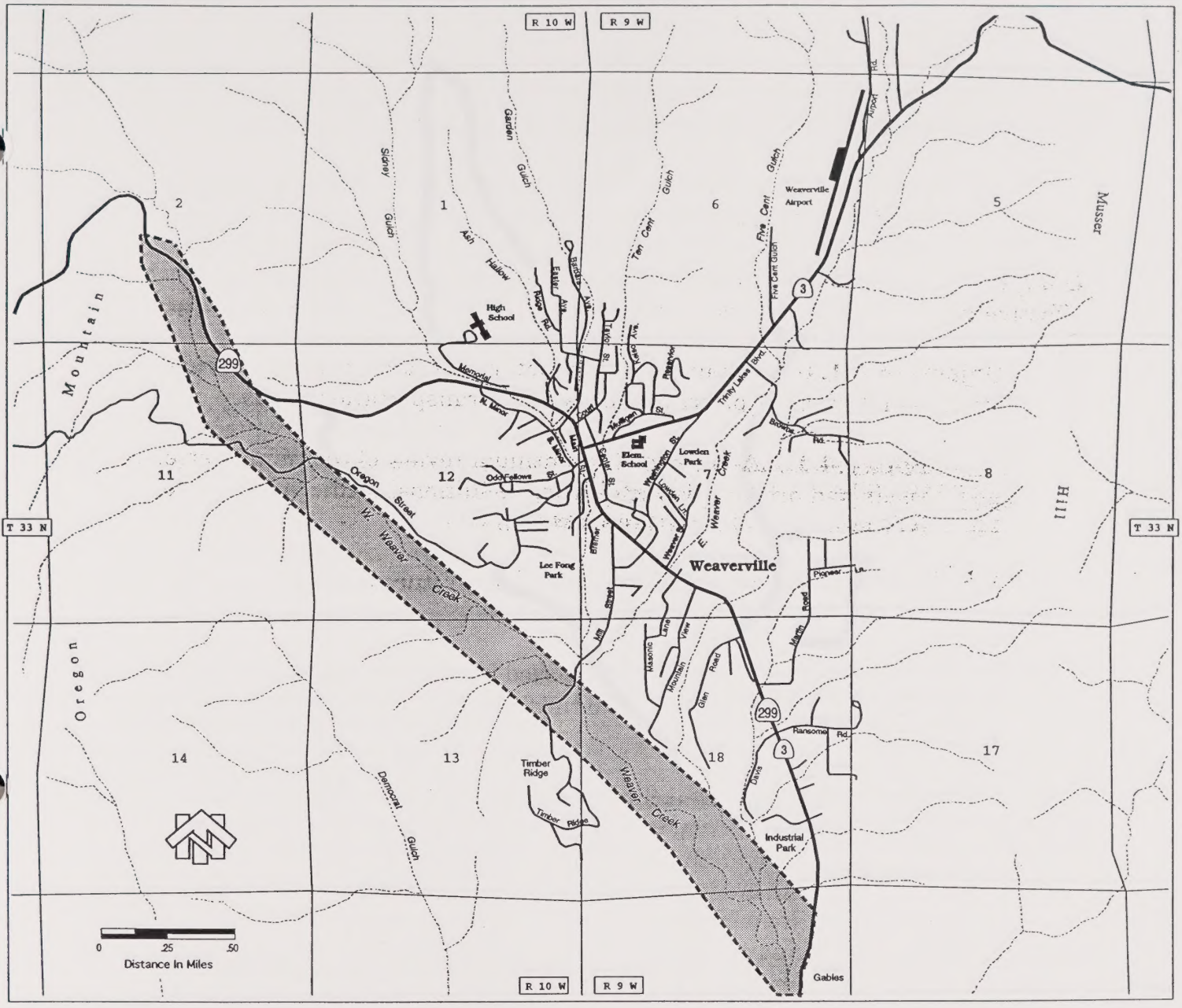
Issue #4- Weaverville Bypass- Trinity County's highest priority for highway construction is a bypass of Highway 299 along the west side of Weaverville.

Issue #5- Signalization- Five intersections along Highway 299 have been identified as having sufficient congestion to warrant signalization, but there is public opposition to signals in Trinity County. Signalization in Weaverville will improve overall circulation but will cause a decline in capacity on Highway 299.

Issue #6- Road System Expansion- Highways 299 and 3, respectively, serve as the only east-west and north-south roads in the Weaverville area. Traffic growth from community development (residential, commercial and recreation uses) will increase congestion in downtown Weaverville. The need to develop alternative connector routes for Highway 299 has been identified as potentially desirable to reduce congestion, but there is neighborhood opposition to routes which are perceived to increase traffic in residential areas.

Issue #7- Road Capacity- Recreation/tourist vehicles and trucks combine to significantly increase traffic rates during the summer. The combination of peak uses by both groups adversely affects both level of service and maintenance costs. The County has limited ability to improve capacity of County roads to accommodate regional and inter-regional truck traffic. No significant change in this pattern of use is foreseen.

Issue #8- Potential Traffic Generation Projects- Potential land use projects that could increase congestion on Highway 299 in Weaverville include expansion of the Trinity Alps Industrial/Business Park; a 140,000 sq.ft. shopping center and higher density housing . Other potentially significant traffic generators include industrially zoned areas along Tule Creek Road and commercially zoned areas along Highway 3, both in Hayfork. Lewiston commercial and industrial zoning along Trinity Dam Blvd can accommodate additional development and traffic.



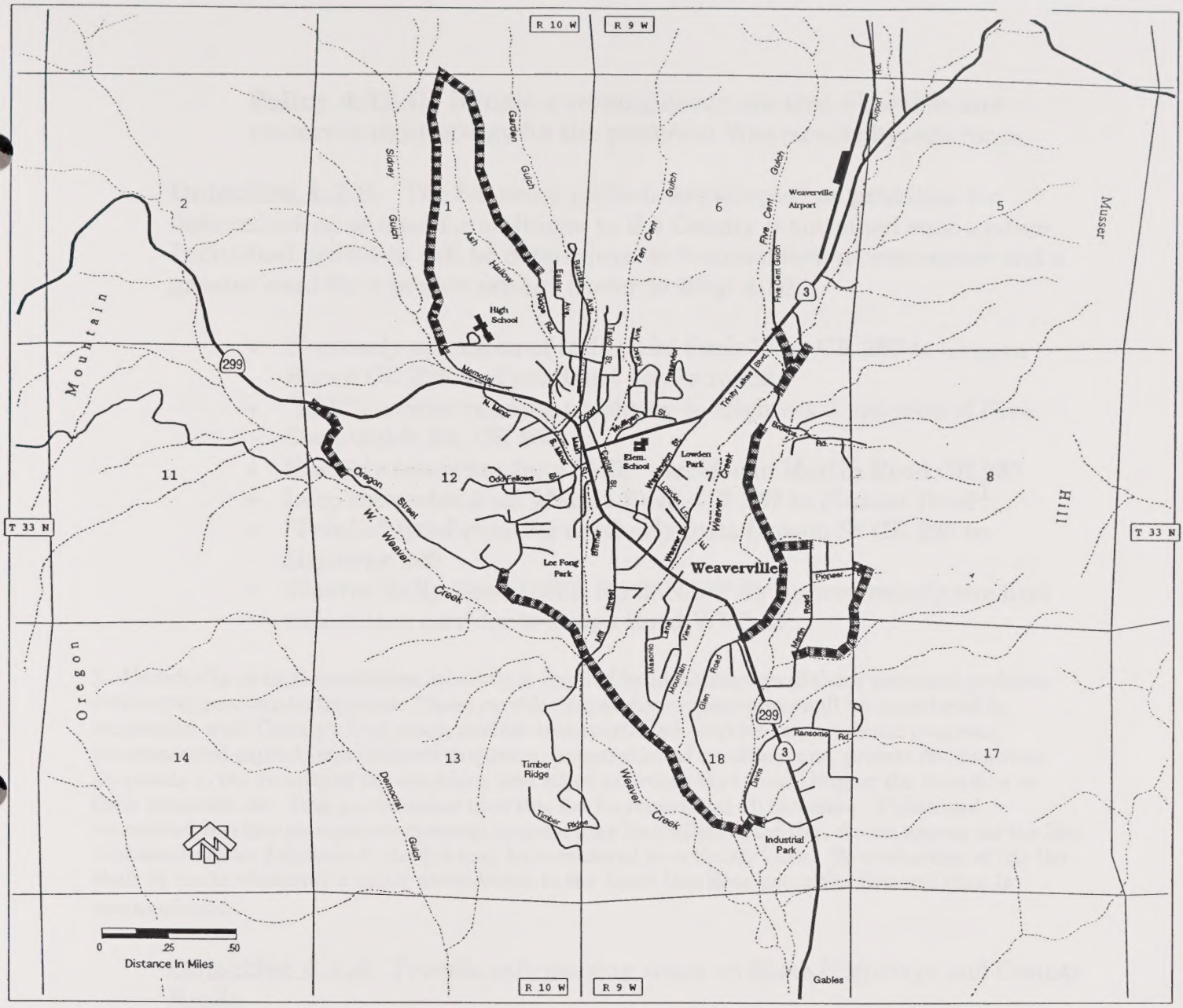
Voter-Preferred Highway 299 Weaverville Bypass Route

Bypass Corridor

Trinity County
REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 4.4



Weaverville Basin Potential Connector Routes

Potential Connector Route Corridor *

* No priority or implementation schedule is implied by identification of these potential probable corridor/expansions/extensions. These corridor expansions/extensions shall be considered in connection with County's long range surface transportation corridor improvement program, governmental capital improvement programs, preparation of specific plans, private development proposals in the vicinity of the corridors, and other activities that would impact the corridors or their intended use. It is not intended that this list be considered all inclusive. Viable and warranted corridor expansion/extension projects may be implemented that do not appear on the list. Additions and/or deletions to the list may be considered on a timely basis. Re-evaluation of the list shall be made whenever a major amendment to the Land Use Element of the General Plan is contemplated.

Trinity County
REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 4.5

Policy 4.12.C- Initiate a scoping document that identifies and preserves right-of-way for the preferred Weaverville bypass route.

Objective 4.1.3- The following projects are adopted as priorities for determination of need for additions to the County maintained road system. Individual priorities will be determined as future development occurs and a greater need for a project arises[1] (Refer to **Map 4.5**).

- Northerly extension of Industrial Park Way, CR 257 to Oregon Street CR 225 and construct access roads.
- "Mill" corridor running northerly to Highway 3 opposite of Five Cent Gulch Rd. CR 253.
- Easterly connector from "Mill" corridor to Martin Road CR 237
- Loop connector from Martin Road, CR 237 to Pioneer Road[1].
- "TrinCo" Road running northerly from Oregon St CR 225 to Highway 299.
- Weaver Bally Road USFS Rd 33N38F for approximately the first mile a loop corridor to Ridge Road WVC 57.

1. No priority or implementation schedule is implied by identification of these potential probable corridor/expansions/extensions. These corridor expansions/extensions shall be considered in connection with County's long range surface transportation corridor improvement program, governmental capital improvement programs, preparation of specific plans, private development proposals in the vicinity of the corridors, and other activities that would impact the corridors or their intended use. It is not intended that this list be considered all inclusive. Viable and warranted corridor expansion/extension projects may be implemented that do not appear on the list. Additions and/or deletions to the list may be considered on a timely basis. Re-evaluation of the list shall be made whenever a major amendment to the Land Use Element of the General Plan is contemplated.

Objective 4.1.4- Provide safe passing zones on State Highways and County Roads.

Policy 4.1.4.A- Construct turnouts and passing lanes where feasible

Policy 4.1.4.B- Avoid overall barrier striping where feasible.

Goal 4.2- To assure the coordination of transportation facilities with adopted land use plans.

Objective 4.2.1- Determine the probable land use impacts of transportation projects prior to scheduling.

Policy 4.2.1.A- Assign high priority to those transportation projects which support the adopted land-use policy of the County.

Policy 4.2.4.A- Identify road segments where existing right-of-way width is inadequate for buildout use.

Objective 4.2.5- Provide access for the deployment of emergency vehicles.

Policy 4.2.5.A.- All roads serving new land divisions or commercial, industrial or multiple family developments requiring discretionary county approvals in Weaverville and Hayfork Fire Districts shall be served by county-maintained roads.

Objective 4.2.6- Develop road systems which are compatible with the areas they serve.

Policy 4.2.6.A- Concentrate heavy traffic generators on major roads.

Policy 2.6.B- Future subdivisions shall be required to provide on-site and off-site improvements in order to provide for safe movement of traffic.

Policy 4.2.6.C- Sound engineering judgment shall be used in determining road design and construction in order to reduce long term maintenance costs.

Policy 4.2.6.D- Land uses or densities which could result in unsafe road conditions shall be mitigated as determined by the decision-making body.

Goal 4.3- To identify and aggressively pursue additional funding sources to support transportation.

Objective 4.3.1- Program available funds to rehabilitate roads and provide an adequate transportation system.

Policy 4.3.1.A- Support legislation which provides additional funding for streets and roads and various types of transportation that reduce traffic on streets and roads..

Goal 4.4.- Abandon non-functional, non-essential and non-maintained roadways while protecting access rights of individuals and the public-at-large.

Objective 4.4.1 Develop standards for reviewing the abandonment of roadways. Standards shall include needs for general circulation pattern, public utilities, and access to public resources and waterways.

With the adoption of SB 300, the CTC biennially adopts the STIP and HSOPP, programming funds for state highway projects. In the development of these funding documents, the CTC is advised by both Caltrans (HSOPP and PSTIP) and the Trinity County Transportation Commission (RTIP).

TABLE4.3 Schedule of Improvement Projects State Highways ($1,000's)

ROUTE	PROJECT DESCRIPTION	94/95	95/96	96/97	97/98	98/99	TOTAL
	HSOPP						
299	288500-Nr Weav. 1.9 mi. W to 1.9 mi E of Rte 3- Widen Shoulders & Overlay	751	7612				8363
299	28852K- Nr Weav. Pondersoa Ln to 1.1 mi E of Indian Ck Br Widen Br, Repair & Repave Rdwy				3346		3346
	TOTAL						**11709**
	BRR						
3	24652K- Nr Coffee Ck at Coffee Ck Br Overflow & Grass Valley Cr Br- Rehab Decks and Upgr Rail				3260		**3260**
	MAINTENANCE	2956	3975	3386	3623	3877	**17817**
	TOTAL	**3707**	**11587**	**3386**	**10229**	**3877**	**32786**

County Roads

The County Department of Public Works reviews county roads each year; then, based on anticipated revenues, develops a five-year program of projects. The projects have been programmed to maintain and rehabilitate the system now in existence, which is consistent with the Policy Element in this plan (**TABLE4.4**).

TABLE4.4 Schedule of Improvement Projects County Roads ($1,000's)

RD #	PROJECTS	94/95	95/96	96/97	97/98	98/99
104	Coffee Creek Rd					
	Replace bridge w/6' culvert	30				
104	Coffee Creek Rd - (PM 3.3)					
	Reconstruct 500' of rd w/drainage	20				
211	Deadwood Road (PM 0.6-1.5)					
	Widen - ongoing	5	5	5	5	5

RD #	PROJECTS	94/95	95/96	96/97	97/98	98/99
WVC	Mulligan St/5 Cent Gulch/Willow Ave					
50	Reconstruct w/sidewalk		5	15	250	
WVB	Cemetery Drive					
31	AC overlay	6				
WVB	Cemetery Stub					
32	AC overlay	2				
	Weaverville Basin routes					
	Master Road layout - ongoing	10	5	0	5	5
105	Trinity Dam Blvd (P.M.8.5-10.5)					
	AC overlay w/paved shoulder			150		
204	Rush Creek Rd (P.M.3.0-6.0)					
	AC overlay w/paved shoulder				300	
WVB	Lowden Lane (all)					
338	Readings Creek Road					
	Road/streambank stabilization		42			
401	Canyon Creek Rd (various locations)					
	Replace/Install culverts, energy		20	65		
415	Red Hill Rd (P.M.0-6)					
	Revise road grade & install bike lanes			175		
415	Red Hill Rd (P.M.1-12)					
	Realign & correct curve & grade				40	
417	Underwood Mtn Rd (various locations)					
	Install underground drains & others					
	Drainage facilities - ongoing	20	10	20	10	20
447	South Fork Rd (P.M.2.9-3.0)					
	Reconstruct structural section		10			
301	Hyampom Rd (P.M.3.6)					
	Road/streambank stabilization			45		
347	E. Fork Rd (P.M.1.7-2.3)					
	Rock & chip seal	25				
351	Trinity Pines Drive (P.M.2.5-2.85)					
	Rock & chip seal		30			
351	Trinity Pines Drive (P.M.0.2-1.0)					
	Drainage, rock & chip seal	10	10	50		
353	Rattlesnake Rd (P.M.5.0-6.7)					
	Widen			10	40	
301	Hyampom Rd @ Dinner Gulch					
	Install culvert				20	40
311	South Fork Rd (P.M.0.7-2.0)					
	Drainage, rock & chip seal	25				
313	Garrett Rd (P.M.0.2-1.2)					
	Shape & chip seal	25				
501	Mad River Rd (P.M.21.4-22.4)					
	Drainage, base & chip seal		40	15		
501	Mad River Rd (1 mile segment)					
	Drainage, base & chip seal			40	15	

RD #	PROJECTS	94/95	95/96	96/97	97/98	98/99
338	Readinbg Creek Rd				40	15
	Widen 1/2 mile segment					
RD C	Industrial Park- Road C					
	Construct road w/utilities		35			
TOTAL		1179	2241	1346	842	185

BRIDGES	94/95	95/96	96/97	97/98	98/99	TOTAL
E.F. Hayfork Creek Br. #5C-139						
Rehab w/open grid deck		35				**35**
Canyon Creek Br. #5C-56						
Rehab w/open grid deck		27				**27**
Weaver Creek Br. #5C-218						
Reconstruct w/STL decking			40			**40**
Little Browns Creek Br. #5C-175						
Reconstruct w/STL decking			40			**40**
Trinity River Br. #5C-32						
Restore/Rehab			100	650		**750**
Trinity River Br. #5C-66						
Replace (LAI\PS-$2,800,00)	100	100				**200**
Van Duzen Br. #5C-199						
Replace w/new bridge		10	60	300		**380**
E.F.N.F. Trinity River Br. #5C-108						
Upgrade bridge railings		5	66			**71**
Hayfork Creek Br. #5C-183						
Replace w/new bridge			5	100	1000	**1105**
Browns Creek Br. #5C-130						
Replace w/new bridge		5	70	750		**850**
Little Browns Creek Br. #5C-195						
Reconstruct w/STL decking				40		**40**
E.F. Hayfork Creek Br. #5C-142						
Reconstruct w/STL decking				40		**40**
TOTAL						**3578**

5. FINANCIAL ELEMENT

In Trinity County, transportation issues are affected by the economic health of the area as a whole. Trinity County is a rural region with many miles of roadway which must be maintained, Revenue projections are often dependent on conditions beyond the scope of county government.

CHAPTER 5. PUBLIC TRANSPORTATION

1. BACKGROUND

Public transportation is an important component of transportation planning and management as well as a method of meeting the needs of residents that either can not, or choose not, to use vehicles. In 1980 and 1988, transportation "unmet needs" studies were conducted to determine what public transportation needs existed in the county. As a result of the 1980 study, weekly bus service to Fortuna/Eureka was established for south county residents. This system uses a single van and is known as Southern Trinity Transit Project.

Between 1982-1985, the Trinity County Opportunity Center (TCOC) in Hayfork provided daily commuter service between Hayfork and Weaverville. In January 1986, that service was discontinued. In July 1988, the County contracted with a local social services provider to again provide commuter service and to expand service to include mid-day runs between Weaverville and Hayfork.

A. Existing Facilities and Services

1. Inter-regional Service

Greenbelt Lines- The only inter-regional commercial carrier in the area passes through Trinity County twice a day, seven days per week. The bus line operates a round trip each day from Redding to Eureka and serves as a connector for Amtrak rail services. The county has experienced no adverse impacts from the Bus Deregulation Act.

2. Regional Services

Trinity County operates two regional transit services which have had limited ridership and growth over the past five years (refer to **Figure 5.1** and **5.2**).

Southern Trinity Transit System- Trinity County operates a limited service public transportation system from the southwestern section of the County to the Fortuna area in Humboldt County. The service originates at the Ruth Lake Community Service District Community Hall each Tuesday morning and travels to Fortuna and back. Once a month the trip includes Eureka as a stop. The service is subsidized with Transportation Development Act monies. The system

Trinity Cab- The Trinity Cab Service offers both in-town service for the Weaverville area as well as trips throughout Trinity County and to cities in adjacent counties.

Shasta College- Shasta College operates bus service to several of the counties in Northern California to bring students to its campus, located a few miles northeast of Redding. Each morning that school is in session, a bus picks up students at about 6:30 AM in front of the post office on the west side of Weaverville. The bus stops enroute at Douglas City and the Lewiston turn-offs along Highway 299 to pick up other students who usually drive or car pool to these locations.

Golden Age Center- Golden Age Center operates several vans in and around the Weaverville area providing service to the elderly population of the community. The main thrust of its efforts has been to provide a lunch- program-oriented transportation service to and from the Senior Center in Weaverville. While no on-call special service is offered to residents for medical appointments or other special trips, seniors can schedule seats on a once monthly trip to Redding for medical appointments. In 1994, TCTC provided the Golden Age Center with a $9,000 local match for the purchase of a 15 passenger van. The van will be provided to the Golden Age Center under a Federal Transit Authority Section 16 grant. Delivery is expected in 1995.

Shasta-Trinity Rural Indian Health Center- Until November 1994, the Shasta-Trinity Rural Indian Health Center provided medical-related transportation service to the Native Americans in Trinity and Shasta Counties. The health center was closed because of a loss of federal funding and contract services with the Redding Rancheria.

B. Status of Previous Projects

Southern Trinity Transit

Annual Operating Costs- On going

Northern Trinity Transit

Annual Operating Costs- On-going

Purchase 22 passenger bus- Completed

Golden Age Center

Local Match for 15 Passenger Van- Completed

Issue #4- Fare Box Revenues- Fare box revenues have barely met the minimum necessary to run both transit systems and have failed to meet policies for fare box ratio returns contained in the 1992 RTP.

3. GOALS, OBJECTIVES AND POLICIES

Goal 5.1.0- To provide transit service that can reasonably meet unmet transportation needs.

Objective 5.1.1- Maximize accessibility to those travel markets which exhibit the greatest need for transit services.

Policy #5.1.1.A.- Adopt Standards for Level of Need (LON). Standards shall be as follows:

LON 1- Service Standard: As a minimum, some form of transit service should be provided along the major highways in the County where population is such that would warrant service.

LON 2- Service Standard: Major medical, shopping, government, and other travel attractors in the major population centers should be served by public transit as much as economically feasible.

LON 3- Service Standard: As a minimum, service should be available during the week, Monday through Friday. Any expansion of service to meet weekend travel needs should only be considered after all LON 1 and 2 type needs are met throughout the County.

Goal 5.2- To provide transit service as efficiently as possible.

Objective 5.2.1. Maintain a minimum fare box to operating expense recovery ratio.

Policy #5.2.1.A.- Maintain a fare box return ratio that is equal to or greater than the prior year. This could necessitate any combination of the following actions: increase ridership to increase revenue, raise fares to increase revenue, keep total operating cost increases to a minimum. In no instance should the ratio fall below the State mandated standard of 10%.

Objective 5.2.2.- Increase productivity per unit of service supply.

Policy #5.2.2.A.- Efforts should be made to increase passengers per vehicle service hour by a minimum annual rate of 4 percent. Since the

used for street and road purposes only after the County Transportation Commission annually determines that there are no unmet public transportation needs which are reasonable to meet.

To meet these requirements, the County Transportation Commission evaluates public transportation needs. The evaluation consists of identifying unmet needs and analyzing potential public transportation projects to most efficiently satisfy those needs. Review and recommendations are provided to the transportation Commission by the Social Services Transportation Improvement Committee.

A broad range of public transportation alternatives are available. Systems are analyzed, considering costs, patronage, needs satisfaction and secondary impacts. All of this information is intended to provide the County Transportation Commission with factual data upon which to base decisions as to the reasonableness and effectiveness of ways to address unmet needs.

TABLE 5.1

CAPITAL IMPROVEMENT PROGRAM
$1,000's

	94/95	95/96	96/97	97/98	98/99	TOTAL
South Trinity Transit						
Operating Costs	7	8	9	10	11	45
Capital Improvements	45	0	0	0	0	45
North Trinity Transit						
Operating Costs	110	105	105	100	100	520
Capital Improvements	0	75	75	0	75	225
Golden Age Center						
Capital Improvement*	9	0	0	0	0	9
TOTAL	171	188	189	110	186	**844**

* FTA Section 16b2 (match)

CHAPTER 6. NON-MOTORIZED FACILITIES

1. BACKGROUND

A. Existing Facilities and Services

This category includes local or regionally significant bicycle facilities, hiking trails, equestrian trails, and related traveled ways (**Map 6.1**).

The Pacific Crest Trail which passes through a portion of northern Trinity County and the National Recreation Trail along the South Fork of the Trinity River in southern Trinity County are identified as being of regional or national significance. All others bike lanes, hiking trails and riding trails are important for local use as well as increased tourism and recreational riders. The "La Grange Classic' mountain bike race, which utilizes local roads and trails in the Weaverville area, draws hundreds of riders from outside of Trinity County.

B. Status of Previous Projects

County-Wide
- Street Lighting- On-going
- Fog line Stripping- On-going- funding reduced

Hayfork
- Hwy 3 @ Hyampom Rd Pedestrian/Traffic Corridor- Deferred
- Morgan Rd Pedestrian Path- Deferred

Junction City
- "Core Area" Improvement- Dropped
- Red Hill Pedestrian Path- On-going

Weaverville
- Oregon Street Pedestrian Path- Dropped
- Garden Gulch St. Pedestrian Path- Completed
- Water Works Pedestrian Path- Dropped
- Lowden Lane Pedestrian Path- Completed

C. Future Facilities and Services

Both Highway 299 and 3 have experienced increases in recreational bicycle touring. This Plan anticipates increased bicycle usage of these routes, suggesting a need for further highway improvements to accommodate the needs of the touring public.

As roads are upgraded, provisions for adequate shoulders will be implemented when possible. Adopted Community Plans will guide the

Policy 6.1.1.A.- Streets, highways, arterials should have a minimum 4-foot paved shoulders. If they do not, improvement of such roadways when upgraded should include 4-foot paved shoulders.

Policy 6.1.1.B- Identify bicycle and pedestrian routes and important trails during adoption of community plans and cooperate with State and Federal agencies to secure such trails.

Policy 6.1.1.C.- Obtain public easements for locally or regionally significant trails at the time of land division.

Policy 6.1.1.D.- Ensure that future community plans identify those pedestrian routes most frequently used.

Policy 6.1.1.E.- Retain pedestrian/bicycle access points and trails across public lands.

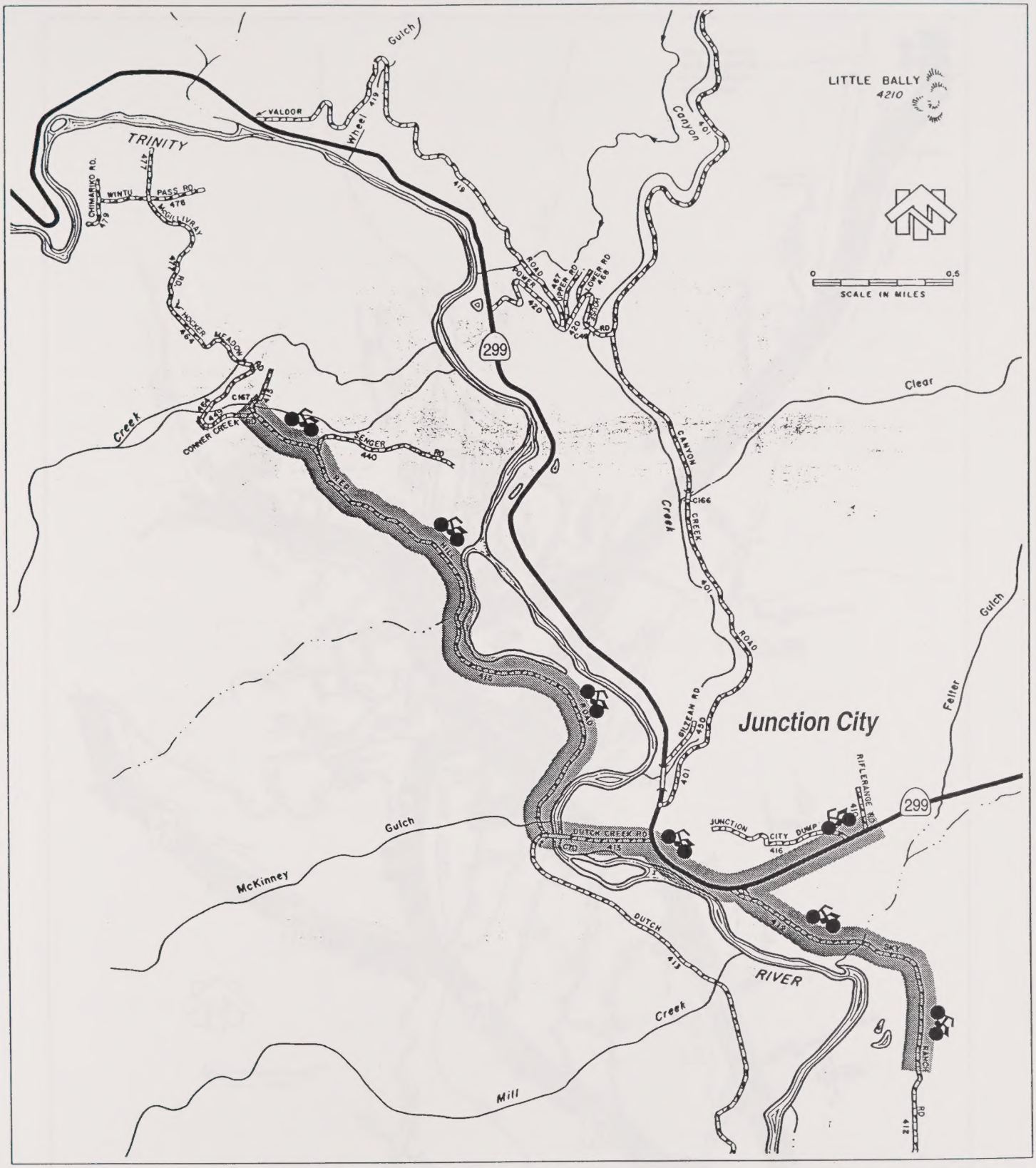
Policy 6.1.1.F.- Locate new trail access points on public land when possible.

Policy 6.1.1.G.- Obtain or verify legal access across private lands for existing trails. If legal access does not exist, or cannot be obtained by mutual agreement, then provide for alternative access on public lands where possible.

Policy 6.1.1.H.- Historic trails should be designated by using historic names.

Objective 6.1.2- Increase bike facility parking security at selected locations.

Policy 6.1.2.A.- Acquire bike storage and security facilities at appropriate locations.



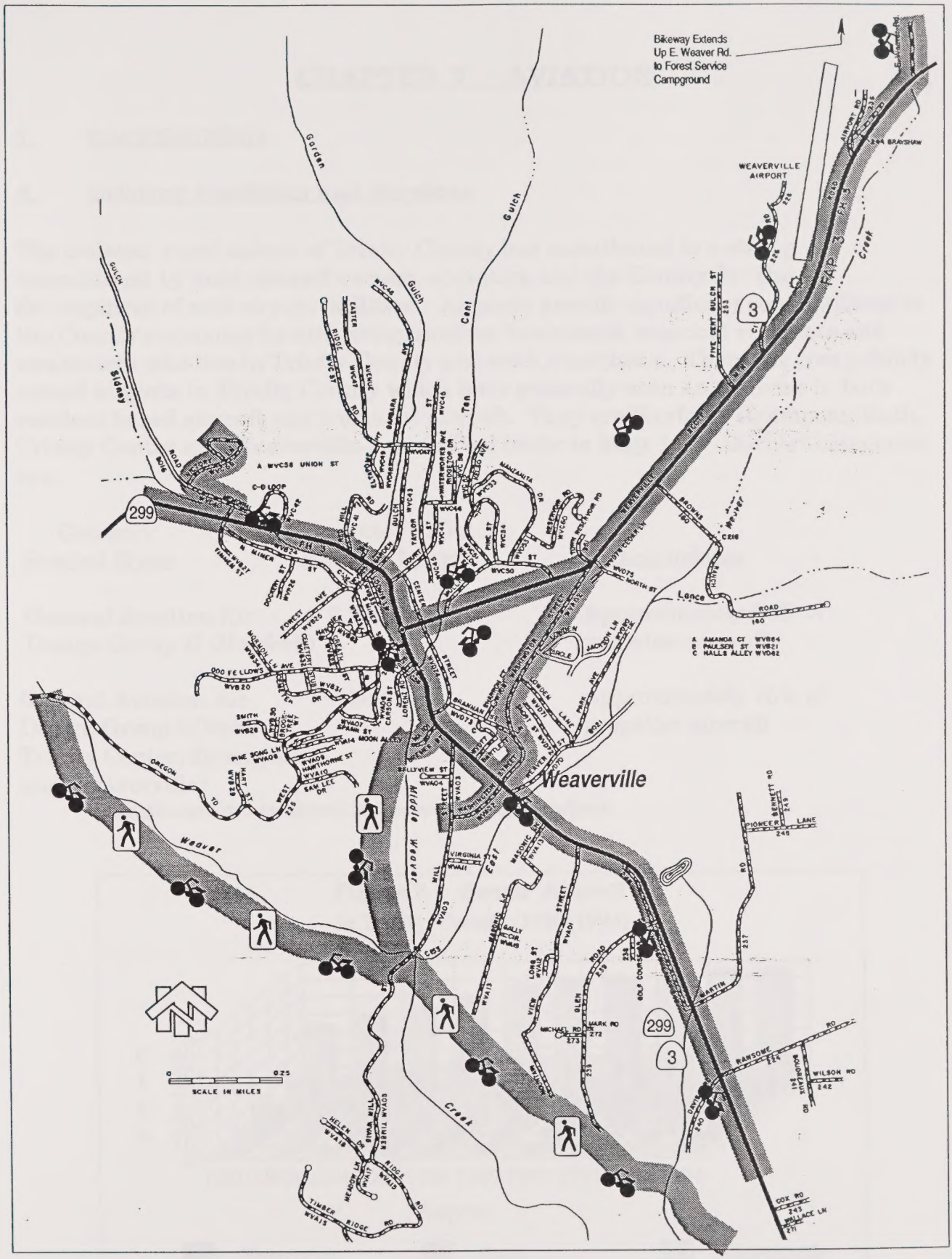
General Bikeways Plan Junction City

Bikeway

Trinity County
REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.2



General Bikeways Plan Weaverville

Bikeway ..... Pedestrian Path

Trinity County
REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.4

CHAPTER 7. AVIATION

1. BACKGROUND

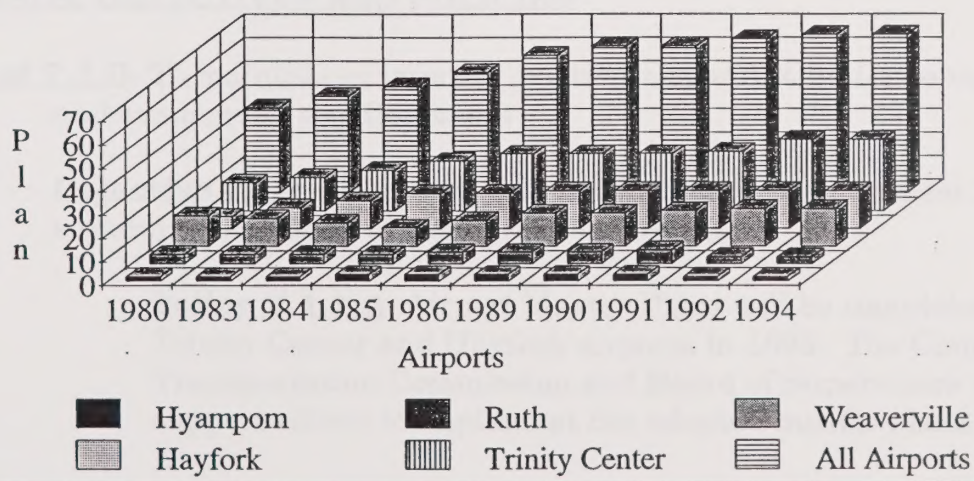
A. Existing Facilities and Services

The isolated, rural nature of Trinity County has contributed to a strong commitment by local aircraft owners, operators and the County for the development of safe airport facilities. Airports provide significant contributions to the County's economy by attracting tourists, businesses, seasonal residents and commuters who live in Trinity County and work elsewhere. There are five publicly owned airports in Trinity County which have generally seen an increase in both resident based aircraft and transient aircraft. They are Hayfork, Hyampom, Ruth, Trinity Center and Weaverville-Lonnie Pool (refer to **Map 1.1**) . Airport categories are:

Category Symbol /Type	Corrected* Min. Runway Length	Accommodates
General Aviation Air Design Group II (Hayfork)	2,700 feet	Approximately 95% of propeller aircraft
General Aviation Air Design Group I (Ruth Trinity Center, Hyampom and Weaverville)	2,200 feet	Approximately 75% of propeller aircraft

* Length corrected for elevation, temperature, and gradient.

Figure 7.1 Based Aircraft
In Trinity County (1980-1994)



potential hazard to operations at all three. The County has no authority to remove trees, or other obstructions, on non-County properties within the controlled airspace. However, failure to remove obstructions could result in the State placing the airports in restricted operation categories. Removal of obstructions on non-County property had been allowed only with the land owners consent, which occasionally, has been difficult and costly to obtain.

Issue #3- Weaverville Airport Relocation- Relocation of the Weaverville Airport has been identified as desirable, but will create financial, land use and circulation impacts which will have to be addressed. With the potential to relocate the airport there is reluctance to make expensive improvements to the existing airport.

Issue #4- Substandard Airport Facilities- The Ruth, Trinity Center and Weaverville airports do not meet federal Design Standards. General aviation aircraft Design Standard I represents the minimum design standards for which the State of California will issue a permit to operate. Unless improvements are made to meet the minimum standard, the airports could be classified as restricted facilities, resulting in the loss of state and federal funds for maintenance and improvement. Even if the airports are not restricted they would have low priority for funding because they do not meet the design standard.

Issue #5- County Revenues- County revenues from aircraft fees are inadequate to fund all necessary airport improvements.

Issue #6- Airport Fueling Facilities- Ruth Airport is the only one that has fueling facilities in Trinity County. Pilots often fly to Benton airfield or other airports for fuel. The limited availablity of fueling facilities may limit use of area airports by non-resident pilots.

3. GOALS, OBJECTIVES AND POLICIES

Goal 7.1.0- To maintain or improve existing airports to better serve general and commercial aviation users.

Objective 7.1.1- Improve general aviation airports to meet federal standards and State airport licensing criteria.

Policy 7.1.1.A- Airport Master Plans will be completed for Trinity Center and Hayfork airports in 1995. The County Transportation Commission and Board of Supervisors will support efforts to implement the adopted master plans.

4. TEN YEAR ACTION ELEMENT

On a biennial basis, the County develops a maintenance and capital improvement program. Airport projects are submitted to Caltrans for review and are included in the adopted regional transportation plan.

TABLE 7.1 AIRPORT CAPITOL IMPROVEMENT PROGRAM
(10 Year Projection)
($1,000's)

Airport	Description of Work	95/96	97/98	99/00	01/02	03/04	TOTAL
Hayfork	Master Plan	15					15
	Remove Trees	25					25
	Clear Zones						0
	Crack Seal					15	15
	Maintenance	2	2	2	2	2	10
	Lighting Improvement	3	2				5
	Fence				30		30
							0
Ruth	Acquire (Taxiway/Apro)			15			15
	Levee Maintenance		6				6
	Maintenance	2	2	2	2	2	10
	Segemnted Circle		15				15
							0
Hyampom	Reconfigure Lighting	5					5
	Restroom		8				8
	Maintenance	2	2	2	2	2	10
							0
Weaverville	Site Selection	135					135
	Safety Area Obs. Rm	6					6
	Apron Reconstruction		15				15
	Maintenance	2	2	2	2	2	10
	Relocation			450	4150		4600
							0
Trinity Center	Master Plan	15					15
	Taxiway & Drainage	277					277
	Overlay Runway			220			220
	Screen Dike & Apron Fil	3					3
	Obstruction Removal	5					5
	Fuel System						0
	Auto Parking		2				2
	Maintenance	2	2	2	2	2	10
		499	58	695	4190	25	**5467**

CHAPTER 8. SCENIC HIGHWAYS

1. BACKGROUND

Trinity County's natural beauty is often cited as a contributing factor in the high quality of life expressed by residents of the County, recreationists visiting the county, and small business seeking to relocate to the county. It is therefore important that the county develop in a manner which retains these characteristics. A significant percentage of residents and non-residents alike experience some, or most, of their scenic viewing from roads and highways.

A. Existing Facilities and Services

1. Scenic Highways and County Scenic Roadways

In 1974, the County adopted a Scenic Highways Element of the General Plan, but it recommended that no highways be considered for Scenic Highway status. In 1986, the Scenic Highways Element was incorporated into the RTP and County Scenic Roadways were proposed that were less restrictive than official Scenic Highway status. The Scenic Roadways designated a 50' wide Scenic-Conservation (SC) overlay zone along appropriate roads as part of the Community Plan adoption process.

The following roads have been designated as County Scenic Roadways:

- Trinity Dam Blvd. (Rd 105)
- Rush Creek Road (Rd 204)
- Canyon Creek Road (Rd 401)
- Dredger Camp Road (Rd 412)

2. National Scenic Byways

In 1990, the Forest Service adopted a National Scenic Byway system to showcase outstanding National Forest scenery; provide interpretation of National Forest management; meet growing demand for recreational driving opportunities; increase use of National Forests by non-traditional users (urban minorities, disadvantaged and elderly citizens); and enhance rural economic development.

Issue #1 Scenic Roadway Designation- Scenic Conservation overlay zoning may not be achieving the goals of protecting valuable scenic resources, and may place unnecessary regulations on properties that lack significant scenic resources.

Issue #2 Scenic Roadway Standards- The existing scenic conservation overlay zone standards should be evaluated to determine if they meet the goals of the RTP.

Issue #3 Hayfork 'Core Area' Visual Enhancement- The Hayfork Community Plan Advisory Committee has indicated a desire to enhance visual quality along Highway 3 in the downtown area by tree planting.

Issue #4- - The County does not have a stated policy to encourage public-private cooperation to maintain or enhance scenic views. This can be accomplished by pursuing tree planting grants available to public agencies and/or using other public resources to enhance visual quality.

3. GOALS, OBJECTIVES AND POLICIES

Goal 8.1- Preserve high quality viewsheds along State Highways and County Roads by encouraging placement of State highways in the National Scenic Byways Program, by designating appropriate County Roads as Scenic County Roadways and by working with cooperative landowners.

Objective 8.1.1- Achieve scenic roadway designation for appropriate State and County highways/roads.

Policy 8.1.1.A- The County Scenic Roadways program will consist of specific right-of-way zoning per the County Scenic Conservation Overlay Zoning District. At the time that Community Plans or the General Plan Land Use Element are developed, identify appropriate roads, or road segments, to be designated considering other resource needs along the road, including the need for shaded fuel breaks.

4. FIVE YEAR ACTION ELEMENT

There are no anticipated Scenic Highway projects proposed for the next five years.

5. FINANCIAL ELEMENT

There are no specific funding proposals for scenic highway evaluations or corridor studies. The County and TCTC will consider applying for grants, in cooperation with landowners, that can be used to meet the goals of the RTP.

CHAPTER 9. GOODS MOVEMENT AND INFRASTRUCTURE

1. BACKGROUND

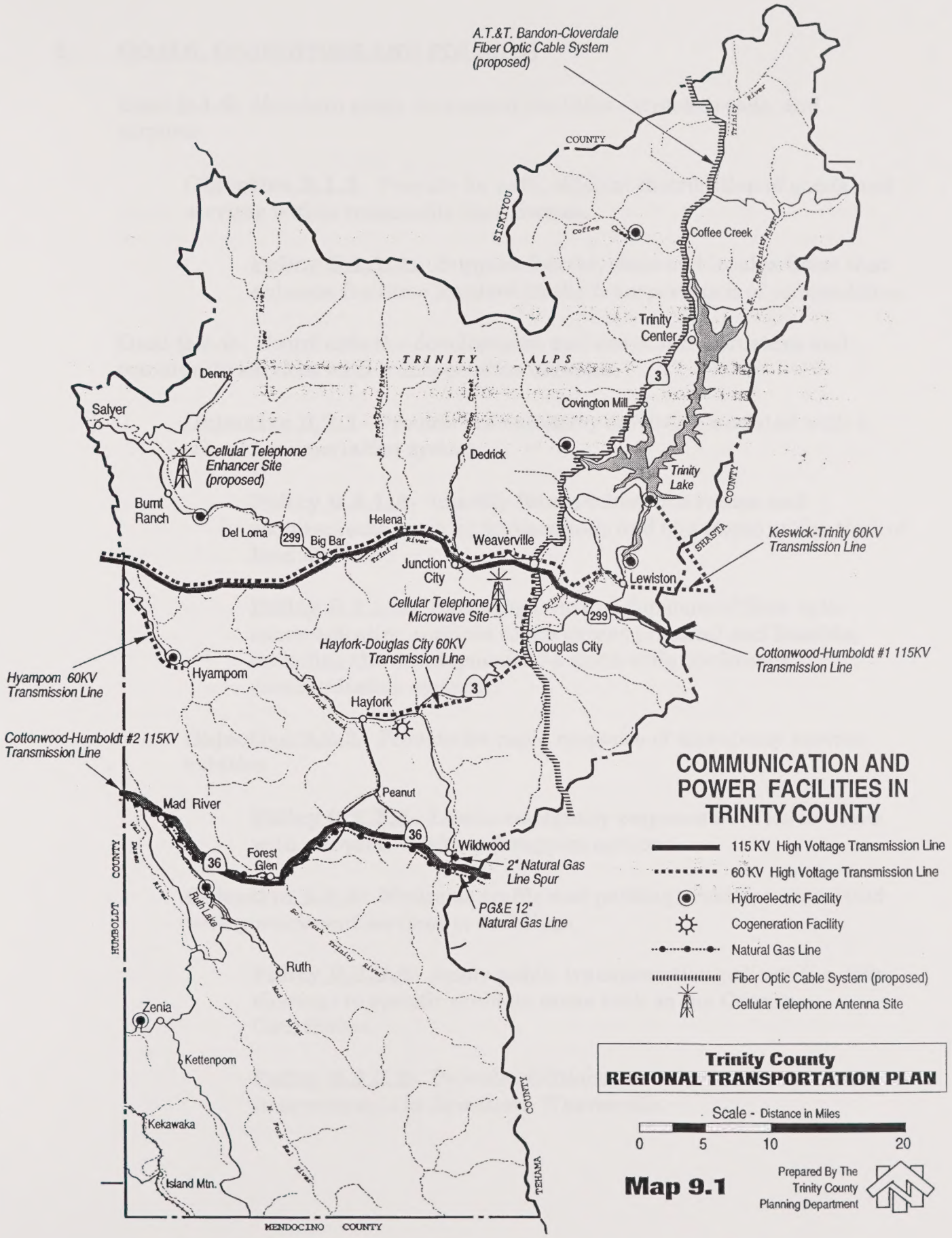
A. Existing Facilities and Services

Communication- Telephone services are generally available in larger communities in the county, however, rural and isolated areas often lack service. Contel of California, Inc. provides service to Forest Glen, Hyampom, Hayfork, Douglas City, Weaverville, Burnt Ranch and Salyer. Pacific Bell services Lewiston. Happy Valley Phone Company covers Trinity Center and Coffee Creek areas. US Cellular Inc. provides cellular phone service for the Weaverville and Highway 299 corridor. While the cost of extending phone lines to isolated areas often precludes service in these areas cellular phone service has resulted in greater opportunity for phone service. US Cellular Inc. has proposed to expand their service along Highway 299 in the Burnt Ranch/Salyer area. A proposed fiber optic communication cable running from Bandon Oregon to Cloverdale California could be located in the easternmost third of the County.

In 1994, the Trinity Network (TNET) was created to provide on-line computer services in remote areas. The TNET is a Trinity County based computer access network for local information with overnight connections to the Internet. TNET provides free services for a local phone call in five dialing areas in Trinity County and two dialing areas in Humboldt County.

Infrastructure- Infra-structure conditions (parking, signage, drainage maintenance, snow removal and pavement conditions, etc....) are routinely monitored and evaluated for both state highways and county roads. Needs are prioritized based on available funding levels, traffic levels, special traffic needs or generators (i.e. school routes, hospitals, emergency services, etc..) and other factors. Currently, the county, because of limited funds, concentrates on maintaining existing levels and postpones improvements until funds are available.

Rail and Goods Movement- There is no east-west rail service available in California north of San Francisco, however, North Coast Railroad operates a shortline rail service from Eureka/Arcata to south of Willits. This rail line crosses the southwestern portion of Trinity County, but there are no scheduled stops within the county. The rail line has been unreliable due to unstable geological conditions in the Eel River valley. Highway 299 serves as the primary east-west highway for goods movement in the County. Goods


A.T.&T. Bandon-Cloverdale Fiber Optic Cable System (proposed)
COUNTY
SISKIYOU
Coffee Creek
Trinity Center
TRINITY ALPS
Covington Mill
Denny
Salyer
Cellular Telephone Enhancer Site (proposed)
Dedrick
Trinity Lake
Burnt Ranch
Del Loma
Helena
Big Bar
Weaverville
Junction City
Lewiston
SHASTA COUNTY
Keswick-Trinity 60KV Transmission Line
Cellular Telephone Microwave Site
Douglas City
Cottonwood-Humboldt #1 115KV Transmission Line
Hyampom 60KV Transmission Line
Hyampom
Hayfork-Douglas City 60KV Transmission Line
Hayfork
Cottonwood-Humboldt #2 115KV Transmission Line
Mad River
Peanut
Forest Glen
Wildwood
2" Natural Gas Line Spur
PG&E 12" Natural Gas Line
Ruth Lake
Ruth
Zenia
Kettenpom
Kekawaka
Island Mtn.
HUMBOLDT COUNTY
TEHAMA COUNTY
MENDOCINO COUNTY
COMMUNICATION AND POWER FACILITIES IN TRINITY COUNTY
115 KV High Voltage Transmission Line
60 KV High Voltage Transmission Line
Hydroelectric Facility
Cogeneration Facility
Natural Gas Line
Fiber Optic Cable System (proposed)
Cellular Telephone Antenna Site
Trinity County
REGIONAL TRANSPORTATION PLAN
Scale - Distance in Miles
0 5 10 20
Map 9.1
Prepared By The Trinity County Planning Department

3. GOALS, OBJECTIVES AND POLICIES

Goal 9.1.0- Maintain goods movement facilities - streets, roads, and airports.

Objective 9.1.1- Provide for safe, efficient distribution of goods and services within reasonable time frames.

Policy 9.1.1.A.- Support federal, state and local policies that enhance facilities involved in the transportation of commodities.

Goal 9.2.0- Coordinate the development and use of infrastructure and community services with transportation services.

Objective 9.2.1- Provide the necessary services associated with a school transportation system.

Policy 9.2.1.A- Identify future school bus routes and requirements (such as turnarounds and bus stops) at the time of land division.

Policy 9.2.1.B- Encourage the development of fiber optic communication services to the extent practical and feasible, including the development of a state-wide conference communication system.

Objective 9.2.2- Provide for rapid response of emergency service vehicles.

Policy 9.2.2.A- Locate emergency response services in areas with adequate roads and support systems.

Objective 9.2.3- Minimize traffic and parking problems associated with government services or buildings.

Policy 9.2.3.A- Apply public transportation policies (i.e. ride sharing) to specific problem areas such as the County Courthouse.

Policy 9.2.3.B- Provide additional street, road and parking improvements in downtown Weaverville.

CHAPTER 10. ENVIRONMENT

1. BACKGROUND

A. Existing Facilities and Services

Existing transportation services and facilities occur in all environmental settings within the county, from high elevation mountain passes such as Scott Mountain to low elevations flats along the Trinity River. Transportation projects and management activities affect environmental quality both positively and negatively. Examples of transportation management affects on the environment include the use of transportation system management, non-pedestrian facilities and public transit service to reduce auto emissions by reducing the number of vehicles driven.

Roads can affect the quality of the environment. For example, the removal of trees necessary for public safety can potentially enhance scenic vistas previously blocked by vegetation or the removal can eliminate nesting, roosting and perch sites for cavity nesting birds, reduce visual quality along the road, or have other impacts.

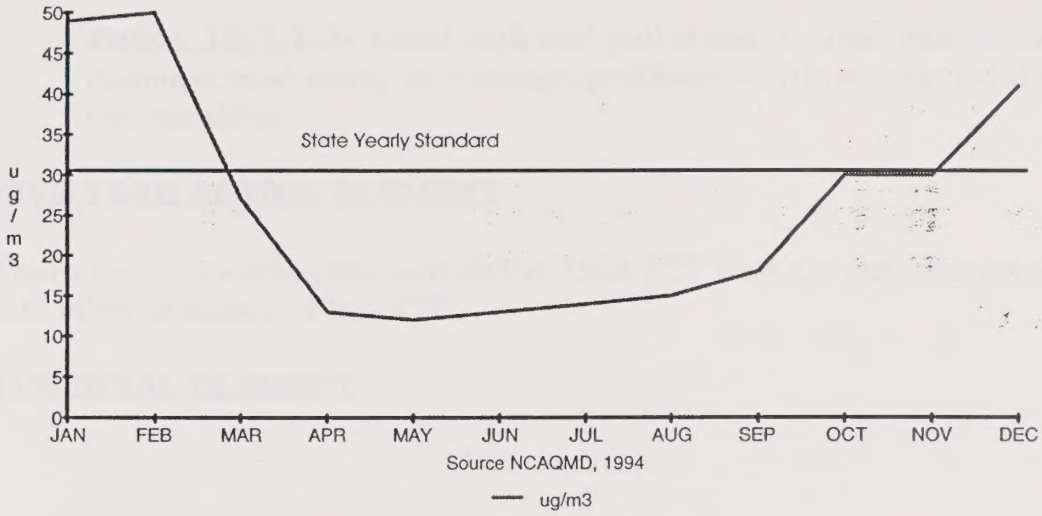
Roads can also lead to a decline in water quality. Erosion from road cut and fill slopes and unpaved road surfaces can reach streams. Bank failures, landslides and failed drainage structures and culverts, although infrequent, often represent a significant erosion source into streams. Other erosion sources can include grease, oil, fuel and other petroleum products that can leak onto roads and reach streams as well.

Regular maintenance of roads, such as cleaning drainage structures and surfacing and grading of rocked roads all reduce the potential for surface erosion and resulting sediment transport. Tree or grass planting of cut and fill slopes can be used to minimize sediment transport. Sediment basins can be constructed to trap fine sediment in actively eroding areas. Road expansion projects can incorporate erosion control measures as part of construction. Parking lots, if determined necessary, could be designed to provide oil containment.

All highways in Trinity County serve as important industrial truck haul routes, especially Highway 299. The proximity of Highway 299 to the Trinity River presents a constant risk of chemical contamination in the event of vehicle accidents. The extent of hazardous materials hauled on the road system is unknown at this time.

levels from this source. In addition, the increased use of alternative fuels for heating (i.e. wood pellets, diesel or LPG) and improved monitoring and timing of open burning practices may contribute to reduced PM10 levels from these sources as well.

Figure 10.2
Variation in PM10 Concentrations
Weaverville



Source NCAQMD, 1994

B. Status of Projects From Previous Plan

There were no specific projects proposed in the 1992 RTP.

C. Future Facilities and Services

Existing management practices will continue in the foreseeable future and where necessary can be modified to improve overall environmental quality. These practices will continue to reduce adverse impacts.

Expansion of County roads and/or realignment of Highway 299 would result in changes in environmental quality in localized areas. This plan does not propose to address specific road treatments. A complete environmental review will be required before individual projects can be constructed.

2. ASSUMPTIONS AND ISSUES

Assumption #1- Environmental Quality- The county and state will continue to improve transportation management programs including road maintenance to reduce impacts to the environment.

Assumption #2- Air Quality- Air quality in the region is good and is not expected to exceed the National Ambient Air Quality standards. Weaverville

Policy 10.1.1.H- The appropriate State and County agencies shall revegetate highly eroded areas, to the extent feasible, along highways and roads.

Policy 10.1.1.I- The appropriate State and County agencies shall take active measures to stabilize unstable areas to the extent feasible along highways and roads.

Policy 10.1.1.J- Limit curb and gutter use in areas with clearly demonstrated safety or drainage problems within or near established communities.

4. FIVE YEAR ACTION ELEMENT

There are no specific proposals in the 1994 RTP that are not incorporated into other elements of the RTP.

5. FINANCIAL ELEMENT

Not applicable.

APPENDIX B

TRINITY COUNTY ROAD CLASSIFICATIONS-2010 (PROPOSED)

Arterials

Trinity Dam Blvd (105) from SH299 to Rush Creek Road (204)
Rush Creek Road (204)
Hyampom Road (301)
Wildwood Road (302)
Van Duzen Road (511)
Ruth-Zenia Road (502)

Collectors

Lower Mad River Road (501) from SH36 to Road 502
Washington Street (WVA02)
Coffee Creek Road (104) from SH03 9.35 mi west
Trinity Dam Blvd (105) from Rush Creek Road to SH03
Steiner Flat Road (221) to P.M. 3.2
East Side Road (106)
Lewiston Road (202)
Oregon Street (225)
Dutch Creek Road (413) SH299 to Evans Creek Road (414)
Lower So. Fork Road (301) from Road 301 to Humboldt CL
Red Hill Road (415)
Conner Creek Road (449
Hocker Meadow Road (464)
McGillivery Ranch Road (477)
Browns Creek Road (335) from SH03 to Blanchards
Flat Road (337)
Reading Creek Road (338) from SH03 to Blanchards
Flat Road (337)
Denny Road (402) SH299 to Flame Tree Road (461)
Zenia Lake Mountain Road (503)
Peak Road (519)
Mary Avenue (TC02)
Airport Road (TC06) to Mary Avenue (TC02)
Mountain View Road (142)
Goose Ranch Road (215)
Browns Mountain Road (222) from Lewiston Road (202) to
Steelhead Circle (177)
Henrietta Street (270)
Fremont Street (LW16)

Trinity County

REGIONAL TRANSPORTATION PLAN

1994

INTEGRATIVE STRATEGY
INITIAL STUDY

Prepared By the Trinity County
Planning Department

[illegible]
P.O. Box [illegible]
Weaverville, CA [illegible]

Trinity County

REGIONAL TRANSPORTATION PLAN

1994

NEGATIVE DECLARATION
INITIAL STUDY

Prepared By the Trinity County Planning Department

303 Trinity Lakes Blvd.
P.O. Box 2819
Weaverville, CA 96093-2819

TRINITY COUNTY
PLANNING DEPARTMENT

303 TRINITY LAKES BLVD.
P.O. BOX 2819
WEAVERVILLE, CA 96093
(916) 623-1351 FAX (916) 623-1353

NEGATIVE DECLARATION

The Planning Director of Trinity County, California, does prepare, make, declare, and publish this Negative Declaration for the following described project:

PW-95-02; Adoption of the 1994 Regional Transportation Plan/Circulation Element of the Trinity County General Plan. Applicant: Trinity County Planning

DECLARATION OF ENVIRONMENTAL IMPACTS:

Based on an initial study prepared by Staff of the Trinity County Planning Department, acting as Lead Agency, the Trinity County Planning Department finds that this project (as mitigated, see attached) will not have a significant effect on the environment.

An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 18, Chapter 18.04, Section 18.04.050 of the California Administrative Code and pursuant to the Trinity County Environmental Guidelines.

A copy of the initial study may be reviewed/obtained at the Trinity County Planning Department, 303 Trinity Lakes Blvd, P.O. Box 2819, Weaverville, CA 96093. (916) 623-1351.

By: John Alan Jelicich
John Alan Jelicich
Director of Planning

April 18, 1995
Date approved by Board of Supervisors

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

Project Title/Location [Name and Address of Project Proponent] (include county):

1994 Regional Transportation Plan/Circulation Element of the Trinity County General Plan.

Trinity County Planning
P.O. Box 2819
Weaverville, CA 96093

Project Description:

Preparation and Adoption of the 1994 Regional Transportation Plan/Circulation Element of the Trinity County General Plan.

Findings of Exemption (attach [required findings]):

1. An initial study has been prepared by staff of the Trinity county Planning Department (acting as lead agency) to evaluate any potential for adverse environmental impact.

2. Based on the initial study, and after considering the record as a whole, staff finds that there is no evidence that the proposed project will have potential for an adverse effect on wildlife resources or the habitat upon which the wildlife depends.

Certification:

I hereby certify that the ~~public~~ [lead] agency has made the above ~~findings~~ [findings of fact] and that [based upon the initial study and hearing record] the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

John Alan Jelinek
(Chief Planning Official)

Title: Planning Director
Lead Agency Trinity County Planning
Date May 1, 1995

FG 753.5 (1/91)

TRINITY COUNTY
Planning Department
P.O. Box 2819 916-623-1351
Weaverville, CA 96093 916-623-1353 (fax)

ENVIRONMENTAL CHECKLIST - EVALUATION OF ENVIRONMENTAL IMPACT

Date: 3/1/95

Project Information:

Project Number: PW-95-02 / Trinity County Regional Transportation Plan (RTP)

Planner: Mark Lancaster

Applicants:

Trinity County
Planning Department
P.O. Box 2819
Weaverville, CA 96093

Trinity County
Transportation Commission
P.O. Box 2490
Weaverville, CA 96093

Project Location/APN: County wide application.

Project Description:

BACKGROUND -
The Trinity County Regional Transportation Plan (RTP) combines the state mandated RTP and the County General Plan Circulation and Scenic Highways Elements. The RTP is prepared biennially for the Trinity County Transportation Commission (TCTC) and the Board of Supervisors. The purpose of the RTP is to provide realistic solutions to circulation/transportation system deficiencies and needs on a County-wide level. Achieving this objective will provide for more efficient use of limited fiscal resources, logical expansion of services when and where needed, help combat particulate matter emissions, reduce traffic congestion and provide for maintenance of the existing high quality environment of the County.

The RTP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements to facilities in order to provide the best possible circulation/transportation system to meet the mobility needs of the entire County. Review of the 1994 Draft RTP and the existing EIR for the plan has lead to the identification of the following potential environmental effects that are not adequately addressed in the existing EIR:

- Roadway corridor effects that are not site specific
- Air Quality Impacts in the Weaverville Basin
- Proposed Aviation policies and related effects

Following adoption of the 1994 RTP, new facilities would be constructed and services implemented on a level consistent with projected Federal, State, and local funding and in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) Guidelines. Funding projections are based on the assumption that current levels and sources of funding will continue for the 5-year planning period.

Analysis of affects has been prepared pursuant to Public Resources Code 15162 et seq.. Due to the regional nature of the RTP this analysis will focus only on those impacts which were found to be potentially significant on a regional, system-wide level and not previously addressed. Where it was determined that significant impacts to the environment may result, impacts are analyzed and where necessary, discuss reasonable feasible measures to mitigate the impacts. Comments and recommendations from expert, responsible, and trustee

Project Description *(continued)*

4. The 1994 RTP is not a growth inducing plan. The main focus of the RTP is to mitigate deficiencies associated with the existing and future transportation system. Changes in growth and land use patterns are, however, more appropriately addressed through the planning process, since these changes will be due, for the most part, to pressure other than the RTP's proposed transportation and circulation policies and actions.

5. Land use changes will continue to follow existing patterns, policies, and plans.

6. Existing land use plans and policies will generate the need for new travel patterns in the Weaverville area. Travel patterns will remain unchanged within other areas.

8. The single passenger vehicle will remain the predominant mode of travel.

9. Public transit will increase over time but will not significantly affect road capacity or traffic levels.

10. Trip/purpose patterns will remain constant with emphasis on timber/lumber industry, tourism/recreation, and retail shopping oriented trips.

11. Fuel prices will gradually increase and supply will increase necessary to accommodate growth.

CONSULTATION -
A Notice of Preparation was prepared and sent to the state Clearing House on October 31, 1994. All resonses are attached in Appendix A.

Environmental Setting:

LOCATION -
Trinity County lies in the Northwestern portion of California, bounded on the north by Siskiyou County, on the west by Humboldt County, Mendocino County to the south, and Tehama and Shasta Counties to the east.

TRANSPORTATION / CIRCULATION -
Trinity County's regional roadway system is served by three state highways, Routes 3, 36, and 299. There are 2,209 miles of public roads under national, state and county jurisdiction. In addition to the state highways, many County and Forest Service roads are used for commuting, scenic, and forestry purposes. Annual vehicle miles traveled is estimated to be 26 million miles on county roads and 113 million miles on state highways (Caltrans, 1993b). Caltrans has identified Highway 299 as the most important east-west corridor in the northern part of the state. State Highways play an important role in Trinity County's transportation system. Highways in Trinity County serve as main streets for most of the communities in the County. Based on on-going traffic monitoring, traffic use appears to be increasing county-wide, however, only State Highway 299 within Weaverville is operating at or near capacity.

POPULATION CHARACTERISTICS -
Trinity County had a 1994 population of 13,800 an increase of 700 people, a 5.34% increase since 1990 (source California Dept. of Finance, 1994). There are no incorporated cities and the largest communities are Weaverville, Hayfork and Lewiston. Based on Department of Finance projections, Trinity County will have an estimated population of approximately 15,000 by the year 2010. These estimates are based upon a 1.44% average annual growth rate.

such as traffic signals or widening of the highway in the historic district are strongly opposed by a large portion of the basin residents (WCP, 1990).

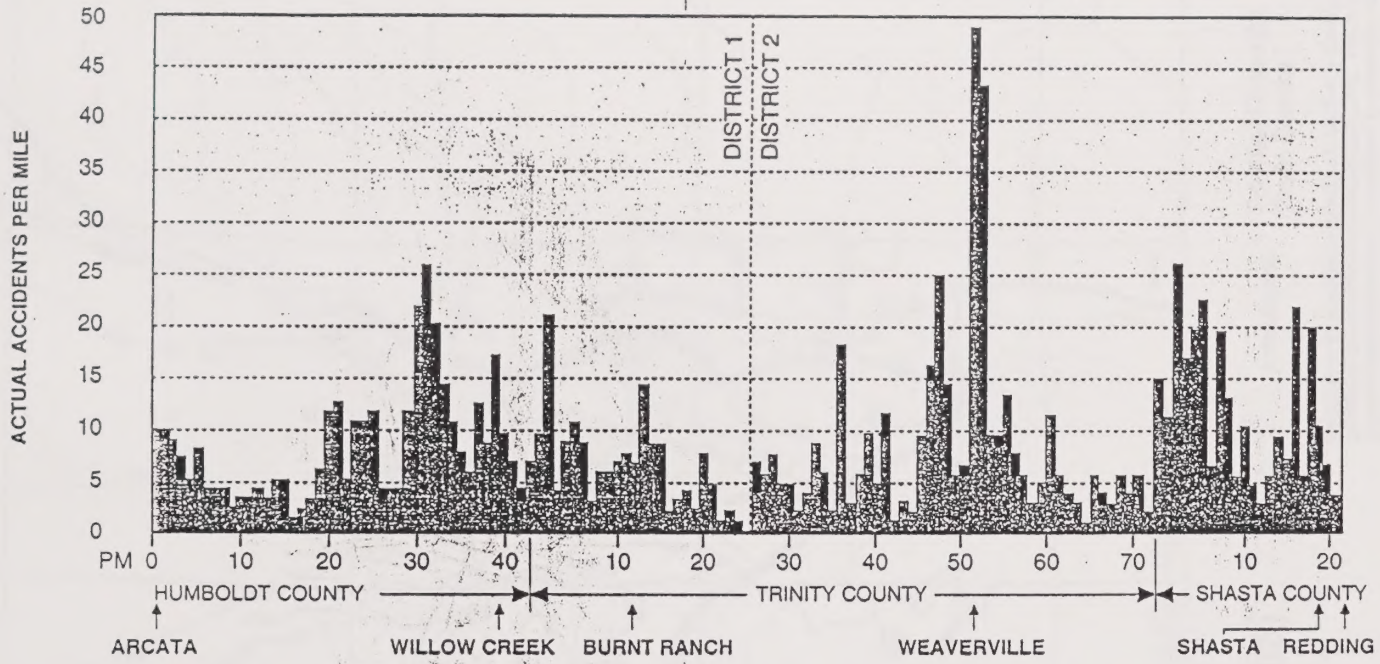
The RTP proposes a series of new road corridors to reduce the need for constructing additional lanes in the historic portion of Weaverville and create alternative travel routes around town. These roads will also support the gradual expansion of residential areas. The proposed roadway corridors are designed to provide for long-term circulation improvement (refer to Figure 3) and to address the deficiencies in the road system. These roads would be constructed over a 5-50 year period depending on need, funding and public review. The ultimate comprehensive effect of the RTP should be positive as it relates to the environment and circulation problems. The proposed corridors are discussed as follows:

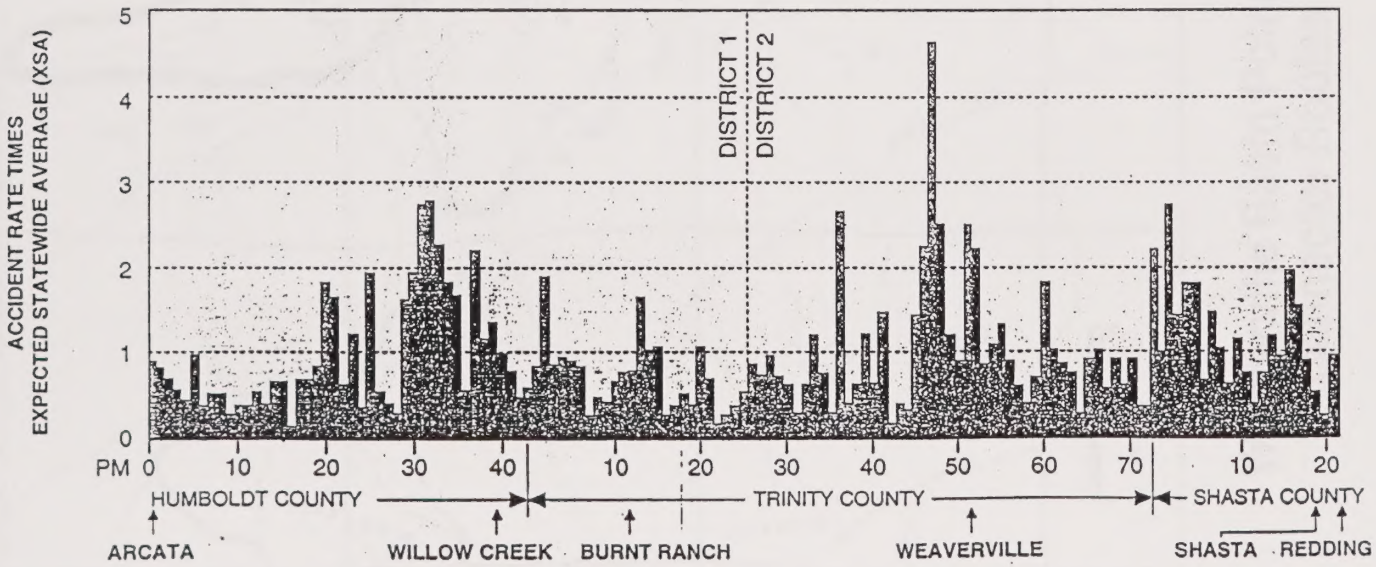
Weaverville Bypass/Highway 299- Caltrans has evaluated a series of alternatives to improve Highway 299 in the Weaverville area. The alternatives included widening the highway through the historic district, constructing a couplet in and around the historic district and two bypass routes (Caltrans, 1989). Based on two years of public meeting at which strong public opposition to a couplet or widening of the highway in the historic district was expressed, the WCP included a recommendation for a bypass on the western edge of the community in areas mostly managed by the Bureau of Land Management. An advisory measure placed on the November 1992 ballot asked voters opinion on the need for a bypass and the preferred location. The results of that advisory measure indicated support for a bypass along the corridor included in the WCP.

The Bureau of Land Management (BLM) has indicated that the lands within the corridor area are available for trade to private landowners. The County, Caltrans and BLM are working together to determine if a highway right-of-way can be protected as part of the trade out process.

Industrial Park Extension to Oregon Street- This route is intended to preserve right-of-way on BLM lands prior to trade out as well as establish the corridor route necessary to cross private lands. When built, this road segment, combined with the proposed connector road from Oregon Street to Highway 299 in the Cedar Heights subdivision ("TrinCo" Road) will provide an emergency alternative to Highway 299 in Weaverville. This route is the same as was contained in the WCP (WCP). The extension of the corridor to Oregon Street could potentially affect a few existing homes. A detailed corridor study and public review should be completed over the next 1-3 years.

Highway 299/3 Corridor- This corridor would be utilized by area residents that live north of Washington Street, westbound travellers on Highway 299 that are headed towards Trinity Lake and areas north on Highway 3. A significant portion of the traffic would consist of commercial trucking that currently utilizes Washington Street and Highway 299 to reach Highway 3. Development of an approved 140,000 sq ft shopping center at the intersection of Highway 299 and Martin Road will result in increased use of this corridor as well. The route will also reduce congestion at the intersections of Highway 3 and Washington Street and Highway 299 and 3. The route will improve safety by reducing commercial traffic on Washington Street, which is bisected by Lowden Park and Weaverville Elementary School. This road construction may qualify as a state highway flexible congestion relief project as it will improve traffic on both Highway 299 and 3.





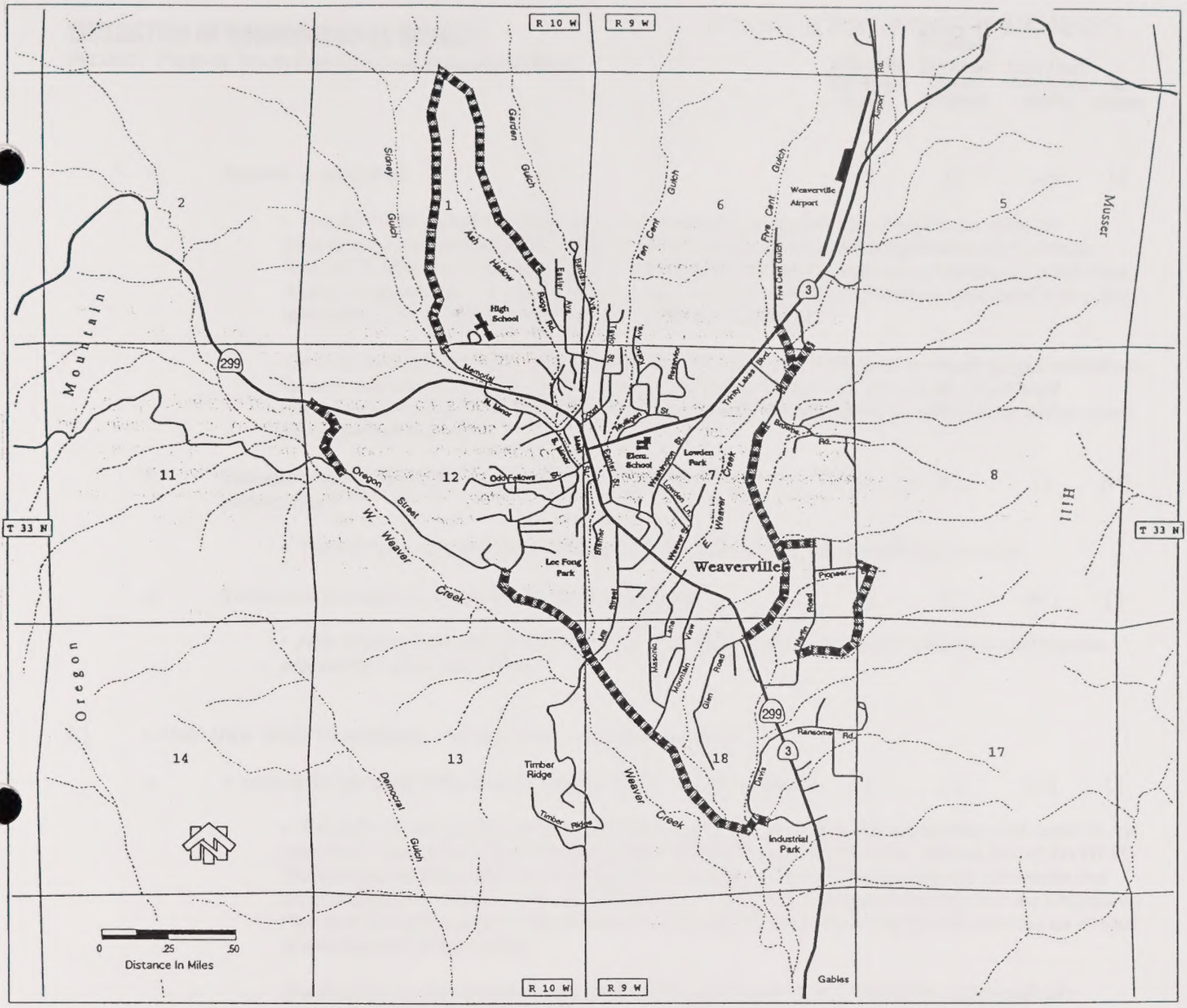
ROUTE 299 5-YEAR ACCIDENT RATE 1988-1992

FATALITIES

ACTUAL ACCIDENTS PER MILE

ACCIDENT RATE TIMES EXPECTED STATEWIDE AVERAGE (Ratio of actual accident rate to the expected accident rate)

PM = POST MILE



Weaverville Basin Potential Connector Routes

Potential Connector Route Corridor *

* No priority or implementation schedule is implied by identification of these potential probable corridor/expansions/extensions. These corridor expansions/extensions shall be considered in connection with County's long range surface transportation corridor improvement program, governmental capital improvement programs, preparation of specific plans, private development proposals in the vicinity of the corridors, and other activities that would impact the corridors or their intended use. It is not intended that this list be considered all inclusive. Viable and warranted corridor expansion/extension projects may be implemented that do not appear on the list. Additions and/or deletions to the list may be considered on a timely basis. Re-evaluation of the list shall be made whenever a major amendment to the Land Use Element of the General Plan is contemplated.

Trinity County
REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

FIGURE 3b.

		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e.	Impacts to air traffic?	[ ]	[ ]	[✔]	[ ]

• The RTP policies will provide for improved safety at county airports. The plan provides for maintenance and improvement of airports to meet Federal Aviation Administration (FAA) Design Standard I, where economically feasible. It also prepares for the eventual relocation of Lonnie Pool Airport, in Weaverville. An environmental analysis of the relocation cannot be completed until a site relocation study is completed and a new facility site is selected.

The RTP includes a policy to amend the Trinity County Zoning Ordinance to require height restrictions for new man-made obstructions and existing and future natural obstructions within airspace encroachment areas. This will increase safety of aircraft operations by providing large safety zones as required by the FAA.

f.	Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	[ ]	[ ]	[ ]	[✔]

• The RTP provides for new pedestrian facilities to allow safer travel within communities.

g.	Inadequate emergency access or access to nearby use?	[ ]	[ ]	[✔]	[ ]

• New road corridors that provide for alternative travel routes in the Weaverville basin will improve evacuation routes and access.

2] LAND USE AND PLANNING. Would the proposal result in:

a.	A substantial alteration of the present or planned land use of an area?	[ ]	[ ]	[✔]	[ ]

• The RTP will not result in impacts to existing land use, except in areas where new road corridors are proposed. General road corridors designated in the RTP were evaluated in 1990 as part of the WCP. The Community Plan established land use patterns that will provide for reasonable residential and commercial development for the next 10-30 years. The growth potential resulting from the Community Plan and zoning should minimize the need for substantial alteration of the Community Plan as a result of development of new roads.

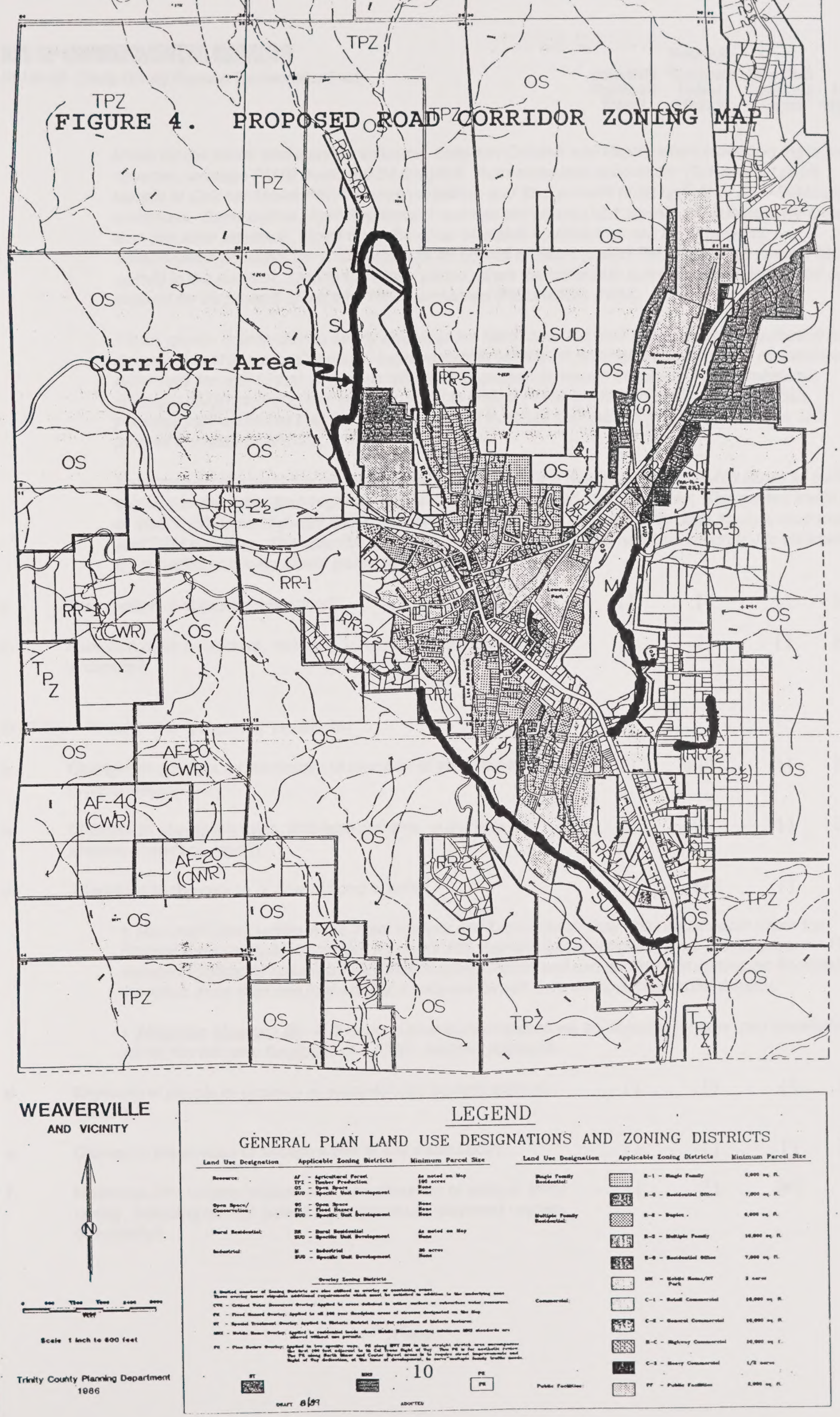
The Community Plan included an Objective (Transportation Goal 1, Objective 1.2) specifically addressing the Highway 299 corridor:

> *"...The Plan incorporates zoning and ownership restrictions to insure that this route must incorporate federal and state ownership of adjacent and nearby lands to prohibit commercial development along this corridor to insure that commercial bound traffic goes through Weaverville...(p. 16)"*

At the time that the Community Plan was completed the majority of the Highway 299 bypass corridor crossed public lands preventing commercial development. The BLM (BLM) has indicated to the Trinity County Planning Department that a tradeout of the area is being considered. BLM lands were zoned Open Space in order to minimize residential/commercial development adjacent to the corridor area. Open space zoning allows for resource management activities but prohibits residential and commercial development. The transfer of land to private ownership will not affect the overall intent of the Community Plan Objective because the lands will remain in Open Space zoning. Changes in the zoning in the corridor area and adjacent lands will require a General Plan amendment and review of the Community Plan objectives.

b.	A conflict with existing zoning?	[ ]	[ ]	[ ]	[✔]

FIGURE 4. PROPOSED ROAD CORRIDOR ZONING MAP



	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

levels for the winter and summer seasons. Between October and March, when stove burning is most common, average PM10 levels are 34.6 ug/m3. Auto emissions account for 13.1 percent (4.05 ug/m3) of October-March PM10 source emissions and 33.5 percent (4.53 ug/m3) of April-September emissions. Summertime (April-September) average emissions (12.1 ug/m3) are substantially lower than the state standard. Road dust, the other emission sources that can be affected by transportation accounts for 12.9 percent (4.46 ug/m3) of winter period PM10 and 27.8 percent (3.36 ug/m3) in the summer. During the winter period, when the basin is in non-attainment, traffic and dust account for 26 percent of the total PM10 emissions (NCUAQMB, 1994).

Traffic growth is projected to nearly double in the basin over the next twenty years, contributing to increased PM10 levels. Continued improvement in vehicle air pollution equipment and replacement of older vehicles with higher emissions will result in gradual increases in vehicle PM10 emissions. Although PM10 modeling has not been done to project PM10 levels with traffic growth models, planning staff estimates that PM10 emissions will increase approximately 70 percent with a 100 percent increase in AADT's.

Development of alternative travel routes to Highway 299 will result in reduced PM10 levels as traffic can use routes other than Highway 299 to move in and around the community. The current traffic rate of 10,900 AADT on Highway 299 in the downtown area would be reduced through the new road routes and TSM activities. The construction of a highway bypass will also reduce through traffic commercial truck traffic, reducing diesel particulate sources.

b.	The creation of objectionable odors?	[ ]	[ ]	[ ]	[✓]
c.	Alteration of air movement, moisture, or temperature, or any change in climate?	[ ]	[ ]	[ ]	[✓]

6] WATER. Would the proposal result in:

a.	Changes in currents, or the course of direction of water movements in fresh waters?	[ ]	o [ ]	[ ]	[✓]
b.	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	[ ]	[ ]	[ ]	[✓]
c.	Alterations to the course or flow of flood waters?	[ ]	[✓]	[ ]	[ ]

- *New road construction in the West Weaver and Lance Gulch drainages could occur within the Federal Emergency Management Agency's 100 year floodplain of the streams. Development in FEMA mapped floodplains require a Flood Development Permit and can not result in raising the floodplain elevation more than one foot without a variance issued from the floodplain administrator.*

- *Mitigation Measure #6: A floodplain development permit will be obtained for new road construction within the 100 year floodplain of a FEMA mapped floodplain.*

d.	Exposure of people or property to water-related hazards such as flooding ?	[ ]	[ ]	[ ]	[✓]
e.	Change in the amount of surface water in any water body?	[ ]	[ ]	[ ]	[✓]
f.	Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	[ ]	[ ]	[✓]	[ ]

Species	*State Listing*	*Federal Listing*
Wolverine (Gulo gulo)	*Threatened*	
Trinity bristle snail (Monedenia setosa)	*Threatened*	*Category 2*
Sierra Nevada red fox (Vulpes vulpes necator)	*Threatened*	*Category 2*
Northern spotted owl (Strix occidentalis caurina)		*Threatened*
Pacific fisher (Martes pennanti)		*Category 2*
Northern goshawk (Accipter gentilis)		*Category 2*
Del Norte salamander (Plethodon elongatus)		*Category 2*
Western pond turtle (Clemmys marmorata)		*Category 2*
Leechs water scavenger beetle (Chaetarthria leechi)		*Category 2*
Foothill yellow-legged frog (Rana boylii)		*Category 2*
Showy raillardella (Raillardella pringlei)		*Category 2*
Mt. Eddy draba (Draba carnosula)		*Category 2*
Scott Mtn phacelia (Phacelia dalesiana)		*Category 2*
Lassic sandwort (Minuartia decumbens)		*Category 2*
Lassic lupine (Lupinus constancei)		*Category 2*
Canyon Creek stonecrop (Sedum paradisum)		*Category 2*
Anthony Peak lupine (Lupinus Antoninus)		*Category 2*
Tracy's sanicle (Sanicula Tracyi)		*Category 2*
Heckner's Lewisia (Lewisia Cotyledon var Heckneri		*Category 2*
Peckering's ivesia (Ivesia pickeringii)		*Category 2*
Stebbin's Lewisia (Lewisia stebbinsii)		*Category 2*
Brandegee's eriastrum (Eriastrum Brandegae)		*Category 2*
Wilkin's harebell (Campanula Wilkinisianna)		*Category 2*
Pale yellow stonecrop (Sedum laxum ssp flavidum)		*Category 3*
Tracy's beardtongue (Penstemon tracyi)		*Category 3*
Scott Mtn bedstraw (Galium serpenticun ssp scottcum		*Category 3*
Snow mountain willowherb (Epilobium nivium)		*Category 3*
Siskiyou fireweed (Epilobium siskiyouense)		*Category 3*
Stebbins' madia (Madia stebbinsii)		*Category 3*

Projects that affect endangered or threatened species or their habitat require a consulation with either the California Department of Fish and Game or the US Fish and Wildlife Service under the respective Endangered Species Acts.

Review of the California Department of Fish and Game Natural Diversity Database (NDDB, 1994) indicates that there are no recorded sighing of Threatened or Endangered species or species of special concern within any of the proposed corridor areas. Review of all general corridor areas indicates that potentially suitable habitat could exist for the willow flycatcher, northern spotted owl, foothill yellow legged frog and western pond turtle.

The willow flycatcher utilizes dense willow thickets for nesting and roosting. This species is most common in extensive thickets of low, dense willow edge on wet meadows, ponds or backwater. The northern spotted owl utilizes inmature to old growth mixed-conifer/hardwood forests. The foothill yellow-legged frog occurs in perenial streams and water. The western pond turtle is found near water areas such as lakes, ponds, streams, ditches or permanent pools along intermittent streams.

Surveying to U.S. Fish and Wildlife Service protocols for Threatened and Endangered species early in project design may be necessary to avoid delays and/or develop specific protection measures if a species in encountered. The 1988 SEIR included the following mitigation measures:

- *Mitigation Measure #2: The California Department of Fish and Game shall be consulted on all new development projects for possible locations of rare and endangered species.*

		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
9]	**NOISE. Would the proposal result in:**				
a.	Increases in existing noise levels?	[ ]	[✔]	[ ]	[ ]

• *The management of the county's existing transportation systems will not result in significant increases in noise. Overall expansion of the County road system will consist of widening of existing roads and improving surfacing resulting in minimal changes in noise levels. New road corridors have the potential to introduce new noise sources. Proposed road corridors that are not expected to result in significant new noise impacts and the reason for that conclusion are:*

Highway 299/Highway 3- This route would be located along the edge of an existing industrial development, the Trinity River Lumber Mill and below a topographic bluff that separates the mill area from residential development along Martin Road. Significant noise generation from this route will primarily result from large truck traffic. The existing industrial uses of the area has established an ambient background noise level similar to that which would be anticipated with peak hour traffic use.

Weaver Bally/Ridge Road- Weaver Bally Road is a public road managed by the US Forest Service and is used primarily for activities such as 4x4 off-road riding, scenic viewing and other outdoor recreation activities. There are no homes in the corridor area currently. At full buildout approximately 95 dwelling units could be developed along the corridor system. Road improvement and extension to Ridge Road will be tied to subdivision development. At an average of 6 vehicle trips per dwelling, an additional 570 vehicle trips daily would be expected on Weaver Bally Road. It is estimated that Weaver Bally Road currently has an AADT of 50-100 trips. Traffic related noise would be the result of residential expansion and would be similar to noise levels along similar low to moderate speed residential roads in the basin.

Traffic levels on Ridge Road would increase with a looped road to Weaver Bally Road, however, the increase is not expected to be significant because the loop does not improve circulation or reduce travel time for residents in either the Weaver Bally or Ridge Road areas and actual increase's in ADT are anticipated to be low.

Martin/Pioneer Loop- This is a local road that will have minimal traffic. Traffic increases and related noise levels will be a result of residential development. Because traffic on the road is expected to consist of smaller non-commercial vehicles with low to moderate speed limits, noise is not considered to be a significant impact.

Industrial Park Way Extension- The extension of this road is not expected to result in significant increases in traffic rates, but rather could result in a change in travel patterns. The corridor is located along a flat stream terrace that was mined in the late 1800's. The route generally travels on barren or sparsely vegetated mine tailing. There are very limited land uses along the route and these are industrial (sewage treatment plant, animal shelter). The majority of homes are located several hundred feet away from the road route.

Airports within the county will continue to gradually expand. Currently there are 70 based aircraft at the county's five airports. Based aircraft rates are expected to increase at a slow and gradual rate, with the greatest growth occurring at the Trinity Center airport. Relocation of the Weaverville, Lonnie Pool, Airport will result in changes in noise patterns. Impacts of the new airport will have to be evaluated at the time that an alternative site is selected. The rural nature of the county and limited capacity of the airports to accommodate larger aircraft will minimize significant noise from these sources.

The only road identified as having potentially significant increases in noise is the Highway 299 bypass. This route is expected to result in changes in noise patterns and levels for portions of the Weaverville community. Rerouting of large commercial trucks to the bypass will result in lower noise levels in the commercial portion of the community, but will result in increased levels in other portions

		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e.	Other governmental services?	[ ]	[ ]	[ ]	[✔]
12]	**UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems, or substantial alterations to the following utilities:**				
a.	Power or natural gas?	[ ]	[ ]	[ ]	[✔]
b.	Communications systems?	[ ]	[ ]	[ ]	[✔]
c.	Water?	[ ]	[ ]	[ ]	[✔]
d.	Sewer or septic tanks?	[ ]	[ ]	[ ]	[✔]
e.	Storm water drainage?	[ ]	[ ]	[ ]	[✔]
f.	Solid waste disposal?	[ ]	[ ]	[ ]	[✔]
13]	**AESTHETICS. Would the proposal result in:**				
a.	The obstruction of any scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view?	[ ]	[✔]	[ ]	[ ]

- *New road construction projects will result in changes in visual resources for landowners adjacent to roadways. The potential effects can not be evaluated until site specific road locations are determined. The Weaverville bypass corridor will potentially be visible from the entire community area. Incorporation of scenic objectives in highway construction can be used to reduce visual impacts.*

- *<u>Mitigation Measure #10</u>: Design and location of the Weaverville 299 bypass corridor should not significantly affect visual quality from the Weaverville area.*

b.	Produce new light or glare?	[ ]	[ ]	[ ]	[✔]
14]	**RECREATION. Would the proposal:**				
a.	Result in an impact upon the quality or quantity of existing recreational opportunities?	[ ]	[ ]	[ ]	[✔]
b.	Increase the demand for neighborhood or regional parks or other recreational facilities?	[ ]	[ ]	[ ]	[✔]
15]	**CULTURAL RESOURCES. Would the proposal:**				
a.	The alteration of or the destruction of a prehistoric or historic archaeological site?	[ ]	[✔]	[ ]	[ ]

- *All ground disturbing projects on county roads or other transportation systems could occur on, or adjacent to, areas of important cultural resources. New road corridors could be located in areas with moderate to high sensitivity for historic cultural resource values. The 1988 SEIR included the following mitigation measure:*

Determination:

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and NEGATIVE DECLARATION, will be prepared.

[✔] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measure(s) described will be added to the project. A NEGATIVE DECLARATION will be prepared.

[ ] I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Mark Lancaster, Associate Planner — 3/1/95 Date

for: John Alan Jelicich, Planning Director
Trinity County Planning Department

References:

Caltrans, 1989. Preliminary Planning Study on Route 299 In Trinity County.
Caltrans, 1993. Special Study Route 299- Concept for Future Improvements
Caltrans, 1994. Regional Transportation Plan Guidelines
Dunning Duncan, 1942. A Site Classification for Mixed-Conifer Selection Forests of the Sierr-Nevada. USDA Forest Service Fos. Res Note 28.
NDDB, 1994. CA Dept. of Fish and Game Natural Diversity Database.
Nelson/Nygaard, 1989. Trinity County Long Range Traffic Study. Trinity County Planning Department
North Coast Unified Air Quality Managment District, 1994. Northcoast Particulate Matter (PM10) Characterzation Study.
Trinity County, 1975. Regional Transportation Plan Environmental Impact Report.
Trinty County, 1988. Regional Transportation Plan Supplemental Environmental Impact Report. Trinity County Planning Department
Trinity County, 1992. Regional Transportation Plan
Trinity County General Plan:
- Land Use Element
- Housing Element
- Noise Element

Trinity County Community Plans (and CEQA documentation). Trinity County Planning Department:
- Lewiston, 1986
- Junction City, 1988
- Douglas City, 1988
- Weaverville, 1990
- Hayfork (draft document)

Trinity County, 1987 and 1992. Traffic Count data
Trinity County Zoning Ordinance
Trinity County Subdivision Ordinance

APPENDIX A

1944 REGIONAL TRANSPORTION PLAN
NEGATIVE DECLARATION
NOTICE OF PREPARATION AND RESPONSES

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
NORTH COAST REGION
5550 SKYLANE BLVD. SUITE A
SANTA ROSA, CA 95403
PHONE: (707) 576-2220

RECEIVED
DEC 8 1994
TRINITY COUNTY PLANNING DEPT.

December 5, 1994

Mr. Mark Lancaster
Trinity County Planning Department
P.O. Box 936
Weaverville, CA 96093

Dear. Mr. Lancaster.:

We have received and provide no comment on the Notice of Preparation of the Draft Environmental Document for the Trinity County Transportation Plan, SCH# 89011701.

Sincerely,

Theresa Wistrom
Theresa Wistrom
Sanitary Engineering Associate

TVW:lmf/nopml

cc: Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Notice of Preparation

To:

CALIFORNIA DEPARTMENT OF FORESTRY
(Agency)
P.O. BOX 1296
(Address)
WEAVERVILLE, CA 96093

Subject: NOTICE OF PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Lead Agency:		**Consulting Firm (If applicable):**	
Agency Name	TRINITY COUNTY PLANNING	Firm Name	N/A
Street Address	303 TRINITY LAKES BLVD	Street Address	
City/State/Zip	WEAVERVILLE, CA 96093	City/State/Zip	
Contact	MARK LANCASTER	Contact	

TRINITY COUNTY PLANNING DEPT will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

Please send your response to MARK LANCASTER at the address shown above. We will need the name for a contact person in your agency.

Project Title: Trinity County Regional Transportation Plan/Circulation Element of the County General Plan

Project Location : Trinity County
City (nearest) County

Project Description: (brief)

Date 10-26-94

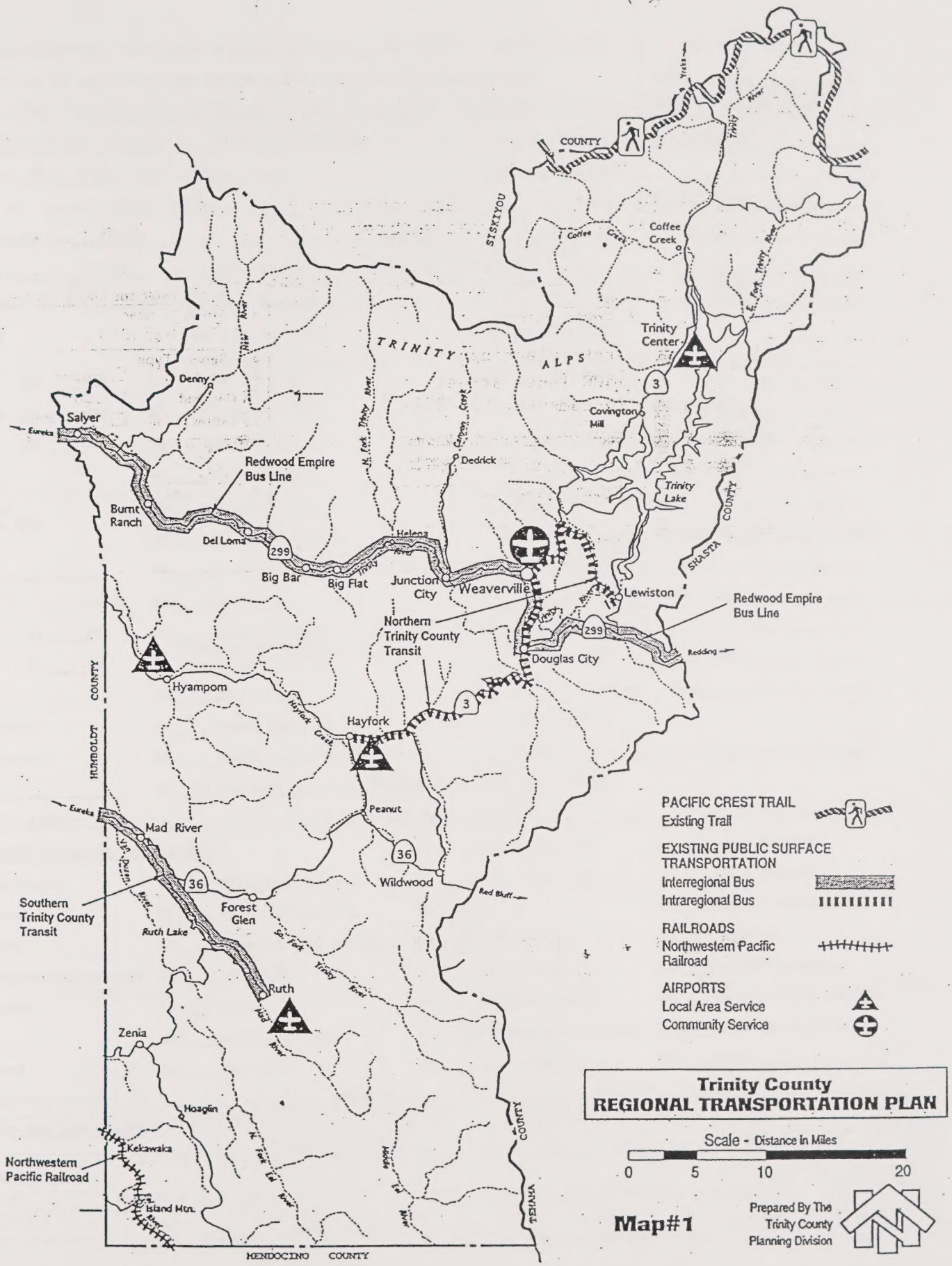
Signature John Alan Jelich

Title Planning Director

Telephone (916) 623-1352

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15203, 15375

Revised October 1989


Trinity County
REGIONAL TRANSPORTATION PLAN
Scale - Distance In Miles
0
5
10
20
Map#1
Prepared By The
Trinity County
Planning Division
PACIFIC CREST TRAIL
Existing Trail
EXISTING PUBLIC SURFACE TRANSPORTATION
Interregional Bus
Intraregional Bus
RAILROADS
Northwestern Pacific Railroad
AIRPORTS
Local Area Service
Community Service
TRINITY ALPS
SISKIYOU COUNTY
SHASTA COUNTY
TEHAMA COUNTY
HUMBOLDT COUNTY
MENDOCINO COUNTY
Coffee Creek
Trinity Center
Covington Mill
Trinity Lake
Dedrick
Denny
Salyer
Eureka
Redwood Empire Bus Line
Burnt Ranch
Del Loma
299
Helena
Big Bar
Big Flat
Junction City
Weaverville
Lewiston
Redwood Empire Bus Line
Northern Trinity County Transit
Douglas City
Redding
Hyampom
Hayfork
3
Peanut
36
Wildwood
Red Bluff
Mad River
Southern Trinity County Transit
Forest Glen
Ruth Lake
Ruth
Zenia
Hoaglin
Kekawaka
Northwestern Pacific Railroad
Island Mtn.

to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 -- (916) 445-0613

See NOTE below

SCH #

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

roject Title: 1994 TRINITY COUNTY CIRCULATION ELEMENT & REGIONAL TRANSPORTATION PLAN SEIR

e gency: TRINITY COUNTY PLANNING DEPT. 3. Contact Person: MARK LANCASTER

t: et Address: 303 TRINITY LAKES BLVD. 3b. City: WEAVERVILLE

CT LOCATION 4. County: TRINITY 3d. Zip: 96093 3e. Phone: (916) 623-1352

s: ssor's Parcel No. N/A 4c. Section: _____ Twn: _____ Range: _____

ross Streets: N/A 5b. Community: For Rural, nearest

i in 2 miles: a. State Hwy # 3/36/299 b. Air-ports _____ c. Rail-ways _____ d. Water-ways _____

DOCUMENT TYPE

CEQA

(OP 06.___NOE

__Early Cons 07.___NOC

__ eg Dec 08.___NOD

__ raft EIR

__ Supplement/ ubsequent EIR

or CH No.:

_____)

NEPA

Draft

NEPA

__NOI 11.___EIS

__ FONSI 12.___EA

OTHER

__ nt Document

__ inal Document

__Other: _____

8. LOCAL ACTION TYPE

01. X General Plan Update

02. ___New Element

03. ___General Plan

04. ___Master Plan

05. ___Annexation

06. ___Specific Plan

07. ___Community Plan

08. ___Redevelopment

09. ___Rezone

10. ___Land Division (Subdivision, Parcel Map, Tract Map, etc.)

11. ___Use Permit

12. ___Waste Mgmt Plan

13. ___Cancel Ag Preserve

14. X Other: REGIONAL TRANSPORTATION PLAN

9. DEVELOPMENT TYPE

01. ___Residential: Units _____ Acres _____

02. Office: Sq. Ft. _____ Acres _____ Employees _____

03. ___Shopping/Commercial: Sq. Ft. _____ Acres _____ Employees _____

04. ___Industrial: Sq. Ft. _____ Acres _____ Employees _____

05. ___Water Facilities: MGD _____

06. ___Transportation: Type _____

07. ___Mining: Mineral _____

08. ___Power: Type _____ Watt _____

09. ___Waste Treatment: Type _____

10. ___OCS Related

11. ___Other: _____

10. TOTAL ACRES: _____ 11. TOTAL JOBS CREATED: _____

I OJECT ISSUES DISCUSSED IN DOCUMENT

__Aesthetic/Visual

__ Agricultural Land

X Air Quality

X Archaeological/Historical

__Coastal Zone

__ Economic

__ Fire Hazard

08. ___Flooding/Drainage

09. ___Geologic/Seismic

10. ___Jobs/Housing Balance

11. ___Minerals

12. X Noise

13. ___Public Services

14. ___Schools

15. ___Septic Systems

16. ___Sewer Capacity

17. ___Social

18. X Soil Erosion

19. ___Solid Waste

20. ___Toxic/Hazardous

21. X Traffic/Circulation

22. ___Vegetation

23. X Water Quality

24. ___Water Supply

25. ___Wetland/Riparian

26. X Wildlife

27. X Growth Inducing

28. ___Incompatible Landuse

29. ___Cumulative Effects

30. ___Other _____

FUNDING (approx) Federal $ _____ State $ _____ Total $ _____

ESENT LAND USE AND ZONING:

PROJECT DESCRIPTION:

GNATURE OF LEAD AGENCY REPRESENTATIVE: _____ DATE: _____

E: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a ject (e.g. from a Notice of Preparation or previous draft document) please fill it in.

FORM REVISED 1/84 - REPLACES CA189

MARK DISTRIBUTION ON REVERSE

Notice of Preparation

To:

_____
(Agency)

_____
(Address)

_____

Subject: NOTICE OF PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Lead Agency:		**Consulting Firm (If applicable):**	
Agency Name	TRINITY COUNTY PLANNING	Firm Name	N/A
Street Address	303 TRINITY LAKES BLVD	Street Address	
City/State/Zip	WEAVERVILLE, CA 96093	City/State/Zip	
Contact	MARK LANCASTER	Contact	

TRINITY COUNTY PLANNING DEPT will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

Please send your response to MARK LANCASTER at the address shown above. We will need the name for a contact person in your agency.

Project Title: Trinity County Regional Transportation Plan/Circulation Element of the County General Plan

Project Location : Trinity County
City (nearest) County

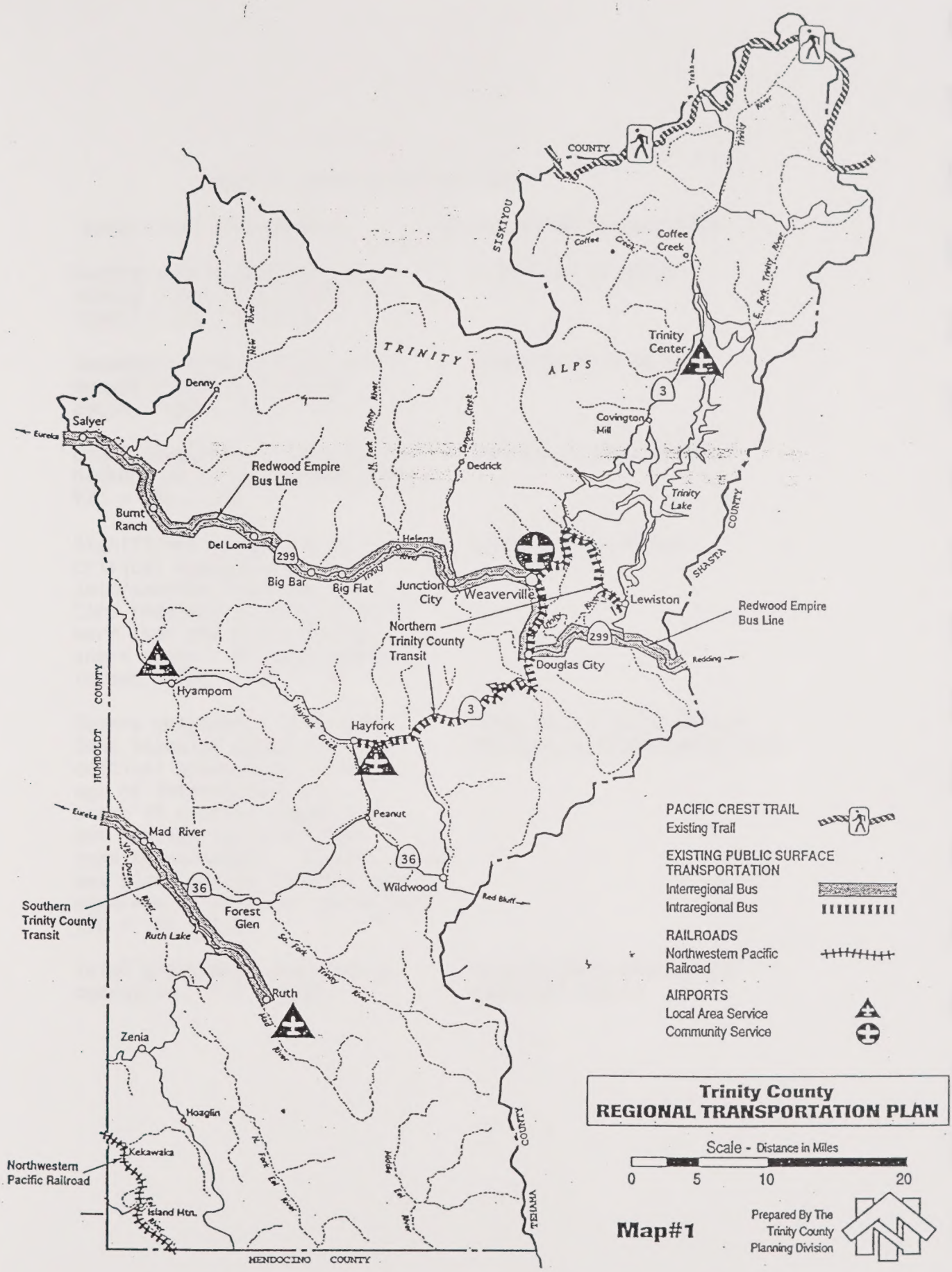
Project Description: (brief)

Date _____ Signature _____

Title Planning Director

Telephone (916) 623-1352

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15203, 15375 *Revised October 1989*


Trinity County
REGIONAL TRANSPORTATION PLAN
Scale - Distance in Miles
0 5 10 20
Map#1
Prepared By The Trinity County Planning Division
PACIFIC CREST TRAIL
Existing Trail
EXISTING PUBLIC SURFACE TRANSPORTATION
Interregional Bus
Intraregional Bus
RAILROADS
Northwestern Pacific Railroad
AIRPORTS
Local Area Service
Community Service
TRINITY ALPS
SISKIYOU COUNTY
SHASTA COUNTY
HUMBOLDT COUNTY
TEHAMA COUNTY
MENDOCINO COUNTY
Trinity Center
Coffee Creek
Covington Mill
Trinity Lake
Lewiston
Weaverville
Douglas City
Junction City
Helena
Big Flat
Big Bar
Del Loma
Burnt Ranch
Salyer
Denny
Dedrick
Hyampom
Hayfork
Peanut
Wildwood
Forest Glen
Ruth
Ruth Lake
Mad River
Zenia
Hoaglin
Kekawaka
Island Mtn.
Redwood Empire Bus Line
Northern Trinity County Transit
Southern Trinity County Transit
Northwestern Pacific Railroad
Eureka
Redding
Red Bluff
299
3
36

Level of Service Definitions

LOS	Controlled Intersection	Uncontrolled Intersection
A	Uncongested operations, all queues clear in a single signal cycle. V/C<=.6	Little or no delay
B	Uncongested operations, all queues clear in a single cycle. V/C = .61 - .70	Short Traffic Delays
C	Light congestion, occasional backups on critical approaches. V/C = .71 - .80	Average Traffic Delays
D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. V/C = .81 - .90	Long Traffic Delays
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections upstream of critical approaches. V/C = .91 - 1.00	Very long traffic delays failure, extreme congestion.
F	Total breakdown, stop-and-go operation. V/C > 1.00	Intersection blocked by external causes.

APPENDIX C

1988 REGIONAL TRANSPORTION PLAN
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

I. PURPOSE OF SUPPLEMENT:

The purpose of this document is to provide supplemental information to the 1975 Environmental Impact Report (EIR) prepared for the Regional Transportation Plan. The 1975 EIR (SCH #74121691) was prepared by Caltrans for the Trinity County Transportation Commission. The Supplemental EIR has been prepared pursuant to Public Resources Code Section 15163 and to incorporate the General Plan Circulation and Scenic Highways Elements. The similarity in these planning documents allows the incorporation into a single document (see Background for aditional information.)

This supplement is not intended to address the impacts of individual transportation projects. The impacts of individual projects are addressed in the preparation of project-level environmental documents.

II BACKGROUND:

Trinity County contains roughly 3,200 square miles, nearly all of which is mountainous. Approximately 70 percent of that land base is owned by the federal government. Privately owned lands tend to be located in the southwest and northeast corners of the county and includes the communities of Weaverville, Hayfork, Lewiston, Trinity Center, Forest Glen and Junction City, among others. The majority of the private lands are owned by large timber and forestry companies and are devoted to timber production. Government, forestry and recreation provides the majority of the employment in the county.

The population of Trinity County is approximately 14,000 in 1988 and is anticipated to be approximately 19,000 in the year 2000. During 1987 unemployment rates ranged from a low of 6.7% in September to a high of 19.6% in January. The major transportation mode for residents and visitors alike is the auto/truck.

State routes 36 and 299 are the major east-west highways running through the county while Highway 3 runs north-south. Roads are subject to periodic closure due to landsliding. Closure of Highway 299 adversely affects Trinity and adjacent Humboldt and Shasta counties. Truck and recreational vehicles contribute to traffic delays and congestion along all roads in the county because of limited passing opportunities.

Funds available for highway construction have been reduced drastically in the last five years. Therefore, the Transportation Plan does not reflect the extensive projects that were proposed five years ago. As a result, the region has already begun to react to the change in highway funding and the public is aware of many projects that now will never be built and many projects that will be reduced in size and scope. The Transportation Plan is a reflection of the reduced funding and does not particularly introduce new growth potential.

Relationship between Local Short-Term Uses and Man's Environment and the Maintenance and Enchancement of Long-Term Productivity

The Transportation Plan proposes projects over the next 20 years which fundamentally will result in a more safe and uniform highway system. No project will materially affect the capacity of any route. All existing highways, whether under the jurisdiction of the State, County, or City, are capable of handling traffic that could be generated by greatly increasing the County population. The future impact on all aspects of the environment, therefore, will depend most certainly on land use policies and the agencies that administer those policies rather than the improvement of the existing transportation system as proposed in the Transportation Plan.

Irreversible Environmental Changes Which Would Occur if the Proposed Action is Implemented

The use of land for transportation facilities has the potential to produce an irretrievable loss and the severity of that loss will depend upon the lands important to the tax base, to economic productivity, to wildlife habitat and community cohesion.

The impact on the tax base would depend upon the amount and value of any lands acquired for highway purposes within any particular tax district.

The impact on the economic productivity of the County would depend upon the demand of the particular land for agriculture, industry, residences, commerce, open space, etc.

The impact on wildlife habitat will depend on the ability of the responsible agencies to resolve, where possible, conflicts that may threaten wildlife.